

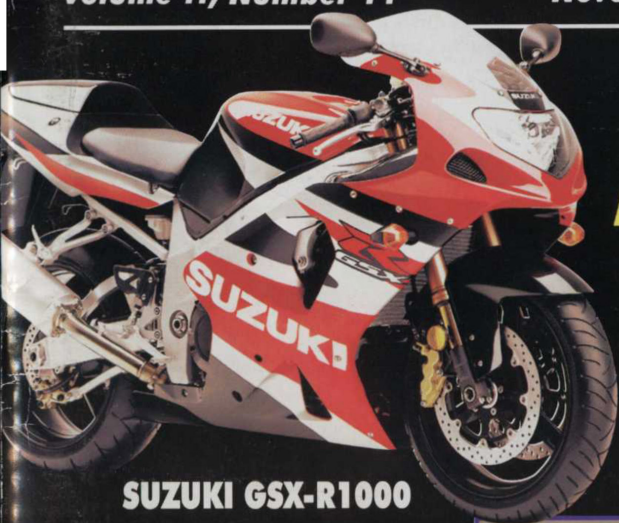
# ROADRACING WORLD®

& MOTORCYCLE TECHNOLOGY

Volume 11, Number 11

November 2001

\$300 \$500 Can.



SUZUKI GSX-R1000

**YAMAHA'S YZF-R1  
GETS FUEL INJECTION  
AND A NEW FRAME. IS  
IT ENOUGH TO STOP  
THE GSX-R1000 AND  
HONDA CBR954RR?**

## 2002 BIG-BORE BATTLE

**WHAT WENT WRONG:  
KENNY ROBERTS'  
TITLE DEFENSE,  
HARLEY-DAVIDSON'S  
VR1000**

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HONDA CBR954RR



YAMAHA YZF-R1

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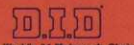
# NICKY HAYDEN AND THE RC51 WIN 3 IN A ROW.

August 26, 2001  
Fountain, Colorado

Nicky Hayden racks up the longest  
winning streak of any Superbike  
rider this season.



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**The September 11 terrorist attacks** on New York and Washington and the resultant shut-down of air travel had an immediate effect on the motorcycle industry, and took the blame for the cancellation of the Kawasaki Motor Corporation U.S.A. dealer convention and the AMA Superbike National scheduled for the weekend immediately following the attacks, both in Southern California. It was easy to understand why those events were cancelled—air travel was still spotty on Friday, September 14, when

els, and Suzuki did the same. (Yamaha had held an early dealer meeting on June 11 in Las Vegas, and sent out press kits with embargoed news of the revised YZF-R1 early in September.) But American Honda held its dealer meeting as planned, September 19-20 in Las Vegas, Honda spokesmen telling the press that dealers surveyed by phone overwhelmingly favored holding the convention. President Bush had already urged Americans to get back on with normal life, and Honda, in doing so, was asserting its leadership role in the motorcycle industry, reporters were told. And 15 new models—everything from a small scooter called the Metropolitan to a 1200cc turbo-charged personal watercraft making 165 horsepower—showed that Honda isn't fooling around.

**Overseas, the show also went on**—the Milan motorcycle show, that is, with *Roadracing World* European Correspondent Glenn Le Santo on the scene in Italy, and filing this report: This year at Milan several big man-



(Left and above) Two views of the new Gilera 600, powered by a Suzuki GSX-R600 engine in a Gilera-built chassis. The bike may see racing action in 2003.



Front view of the 600cc Gilera, showing the centrally-located ram-air-induction intake, between the headlights.

the dealer show in Anaheim and official practice at Willow Springs were both slated to begin. Several racers were stranded on the other side of the country, and few people were in a hurry to get back into the air anyway.

**It was harder to understand** why the Suzuki dealer show scheduled for September 28-30 in Las Vegas was cancelled, and why AMA officials couldn't reschedule the Willow Springs National for September 21-23 or October 5-7, one week before or one week after the season finale at Virginia International Raceway. Instead, AMA officials wanted to reschedule the race on October 12-14—a date already rented to a car club for its big annual charity race—or on October 19-21, conflicting with the F-USA/CCS Race Of Champions weekend at Daytona and a WSMC weekend at Willow Springs. In the end, the race was cancelled altogether, and at least two AMA teams immediately headed to VIR for a WERA National Endurance Series and National Challenge Series weekend September 21-23, seeking practice prior to the AMA Finale.

**Meanwhile, Kawasaki** mailed out press and dealer kits containing info on new mod-

ufacturers held back, deciding to launch some of their stuff at the forthcoming Paris show. However, Yamaha did launch the new YZF-R1, Gilera displayed a new 600cc Supersport machine, Honda showed several new bikes, Ducati revealed a new prototype model and Kawasaki quietly slipped the new 636cc ZX-6R onto its stand.

**Maybe the light showing** was because of the disaster on press day two years ago, when few stands were even complete as the world's press poured into the halls to view the new models at Milan. Or maybe it's a reflection of the general downturn in the European market. Superbike sales are poor and scooter sales are worse. With many of the European firms depending on scooter sales for their primary cash flow, the purse strings of several Italian firms are very tight. There could be some high-profile crashes next year, with some firms that looked healthy suddenly declaring the European equivalent of Chapter 11.

**Ducati, which doesn't dabble** in the tiddler market, seems immune to such problems. The company boasted increased sales and higher profit margins. The firm, which has just won the World Superbike Cham-

pionship again, is sitting pretty and looking ahead to more success.

**The number of Suzuki engines** appearing in non-Suzuki machines cannot be ignored. Suzuki's sporting motorcycle production is limited by its capacity to make aluminum-alloy frames, not by engine manufacturing capacity, so utilizing excess engine production capacity by selling more and more engines to niche manufacturers such as Cagiva, Sachs and Gilera makes sense.

**Although Milan is undoubtedly** a great city to visit for a motorcycle show, many of the press and trade guys prefer the Munich version of the event. The two cities share the show, in alternating years; it'll be back in Munich again next year. There's no doubt the Germans have the better facility and are much more organized than the Italians. The Italians might have the design flair but a huge trade fair of this size ought to have a car park and a proper press room—one with telephones, lockers and desks for everyone, just like in Munich. But the facility in Milan is due for a major revamp so let's hope the 2003 Milan show is held in better conditions—if the new place is com-

pleted on time, that is.

**Last year Suzuki stole** the YZF-R1's crown, but Yamaha engineers want that crown back and so they've completely revised the R1. The R1 has new styling, which Yamaha flacks describe as "dynamic and sophisticated". Then there's the chassis, which the Yamaha men claim is lighter and stiffer, although overall the R1 has only shed one kilogram (2.2 pounds). But the real news is that Yamaha engineers have at last endowed the YZF-R1 with fuel injection, and not just any fuel injection. Going one step beyond Suzuki's dual-throttle-valve injection system—touted as being the equivalent of "digital CV" carbs in terms of drivability—the Yamaha's throttle bodies combine a butterfly throttle valve with a vacuum-piston-controlled throttle slide, just like a CV carb. The hybrid system should deliver the smooth off-idle power delivery of a CV carb with the accurate fuel delivery, more efficient combustion, additional power and reduced emissions of fuel injection. To go with the new injection system, Yamaha engineers have also waved the magic wand over the rest of the engine to increase revs and horsepower while shedding weight and reducing internal friction.

**There's also an LED taillight** and a new

.....  
continued on page 4



continued from page 3

instrument panel that includes an adjustable shift light.

**Yamaha's European-market** 600 Fazer has benefited from sharper styling, making it appear more like its popular stablemate the FZS1000 Fazer (or FZ-1 in the U.S.). The fuel tank has been enlarged by 10 percent, the exhaust system is now stainless steel and the instruments have been given a makeover. The bike has also undergone a number of minor detail changes, such as the addition of an adjustable front brake lever.

**Also seeking to counteract** the Suzuki GSX-R1000, Honda engineers have revamped their four-cylinder liter-bike, known as the Fireblade in Europe and as the CBR929RR—now the CBR954RR—in America. The big Honda is now entering its second decade and in those 10 years it's grown from 900 to 954cc for the 2002 model. Honda designers have stuck to their orig-



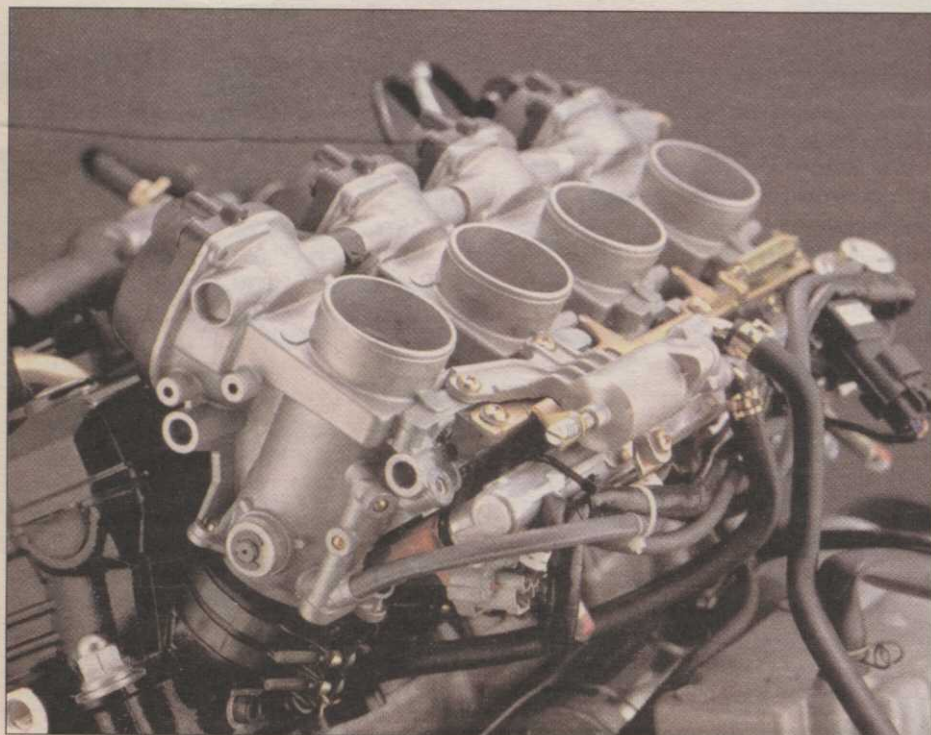
*The 2002 Yamaha YZF-R1, with new bodywork, including larger side cutouts in the fairing, to reveal the engine and no doubt improve cooling. Engine tuning has been revised to improve low and mid-range performance, and the airbox intake now faces forward.*



*YZF-R1 exhaust system continues to feature EXUP system, now using two butterfly valves instead of one. Inverted forks have 43mm stanchion tubes, deliver 4.7 inches of travel and are mounted with less offset, increasing trail.*



*Front view of 2002 Yamaha YZF-R1. Note lack of ram-air-induction intakes—there aren't any. Forged aluminum-alloy clip-ons are hollow.*



*New fuel injection throttle bodies on YZF-R1 features vacuum-controlled slides between the airbox and the butterfly valve, just like a CV carburetor. The system should significantly improve off-idle response but maximizing intake velocity at low and mid-range rpm.*

inal brief of light-is-right with the 'Blade, and the new model is two kilograms (4.4 pounds) lighter. Combine that with three extra horsepower—some coming from larger throttle bodies with 12-point injectors—and you have what Honda publicists describe as a "significant increase in power to weight ratio". There are also several tweaks to the chassis in order to make the 'Blade handle even sharper.

**The Honda men also put** a version of the 1998 Fireblade engine into the unfaired CB900F Hornet, and gave it 36mm throttle bodies with 4-point fuel injectors. The engine has been tuned for mid-range, and the claimed result is 30 percent more roll-on acceleration than the 1998 'Blade. This Hornet is known as the 919 in the U.S. after the originally-planned model name, Street-fighter, was abandoned following the terrorist attacks, for reasons which escape us.

**The steel-tube chassis** is similar to the 600 Hornet's frame, with a little fortification to take the extra power, and 43 instead of 41mm front forks. The wall thickness of the 919's main backbone tubing has also been increased to 2.3mm compared to the 600's 1.6mm. The headstock has also been reinforced. With a claimed 100 horsepower and a claimed dry weight of only 194 kilograms (428 pounds), the 919 sounds like fun.

**Honda also showed** the new Pan European (ST1300 in America), sporting 1300cc and a host of extra gizmos to haul the Pan into line with the high standard of modern super-tourers. The bike is 15 kilograms (33 pounds) lighter, better balanced and has a 50mm shorter wheelbase. The new, bigger engine is said to be more efficient which, when combined with a larger fuel tank, gives the bike more range. A three-

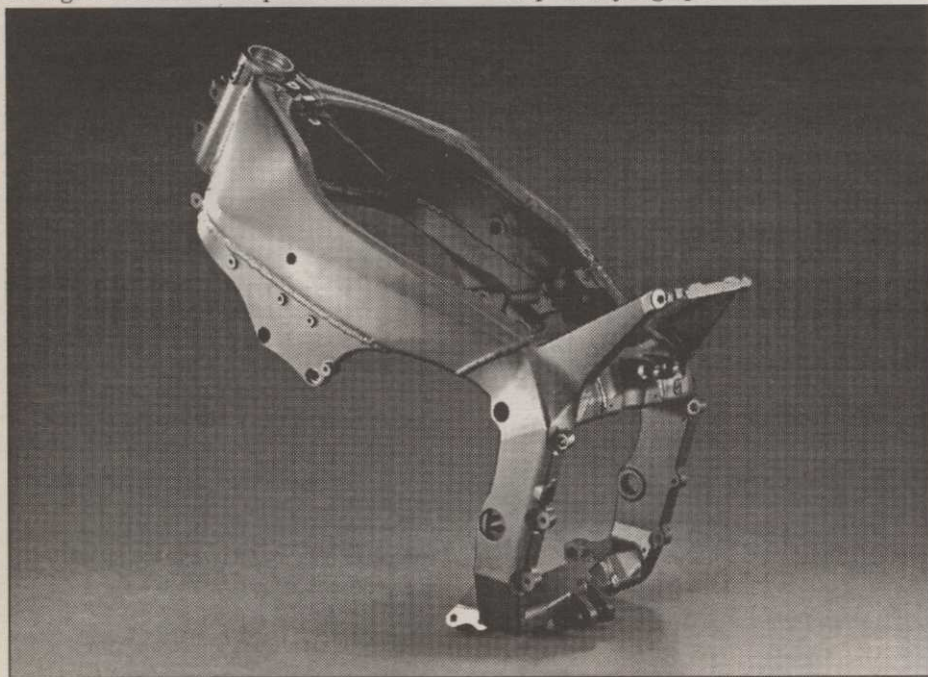


position-adjustable seat and bigger, push-button-adjustable electrically-operated windscreen help the rider endure the longer range. The redesigned fuel tank places the majority of the fuel higher up in a new conventionally positioned 20.8-liter (5.5-gallon) fuel tank, and the remainder in an 8.2-liter (2.2-gallon) sub-tank located low in the chassis. This new system replaces the current model's under-seat fuel tank for a 1-liter increase in fuel capacity and better distribution of the fuel's volume and weight.

**Handling is said to** be sharper thanks to the ST1300's weight reduction, a new twin-spar aluminum-alloy frame and swingarm and more sophisticated and

pressure directed to the lifter sleeves forces spring-loaded engagement pins to slide across a center hole and initiate actuation of the remaining two valves in each cylinder. This enhances top end power, giving the engine the best of both worlds, a fat lower and mid-range rush and an exciting surge of top-end power.

**The VFR800's styling** has received a makeover as has the chassis. The rear shock has been made accessible for adjustment, a relief to anyone who's tried to alter the preload on an earlier model and realized that they'd have to take the rear wheel out first! Twin underseat-exit mufflers help keep the styling up to date.



*New frame for Yamaha YZF-R1 weighs less yet is more rigid, features a bolt-on rear sub-frame, and carries the engine 20mm higher.*

beefier suspension. Honda engineers claim the redistribution of weight helps the bike's rolling reaction—in other words, it should turn-in quicker, and the shorter wheelbase will also help. An additional 12 liters of luggage space has been added, making a total of 115 liters of capacity. And it's not just the luggage boxes that are bigger—engine displacement is up from 1084cc to 1261cc, giving better passing power. Despite the capacity hike, the engine is 60mm shorter, thus allowing the shortening of the wheelbase. While the engineers were inside the engine, they dropped the crankshaft 20mm in the cases to lower the center of gravity. New pistons and liners reduce weight and friction while the fuel injection system also got a work-over with new 36mm throttle bodies and eight-point injectors.

**Honda's VFR800** is one of its most successful, although least profitable models. A big reason for that was the relatively high production cost related to the VFR's gear-driven cam system. Now Honda engineers have abandoned the gear-drive system and have fitted the VFR800 with cam chains again. But it's not just a money-saving move, say the Honda men, but part of a redesign utilizing the VTEC system already used on a Japanese market 400 and many Honda cars. The system—well-proven in cars, and not just ones with a Honda badge—operates two valves per cylinder at low rpm to reduce intake area and maintain intake charge velocity for improved low-and-mid-range torque—and then switches to four valves per cylinder at higher rpm, maximizing intake area for peak power.

**The V-4 VTEC system** features a set of compact, hydraulically-actuated lifter sleeves installed inside the inverted buckets of the valvetrain's direct-actuation valve lifters, over one intake valve and one exhaust valve in each cylinder. During low-to-midrange operation, the lifter sleeves slide benignly up and down over the tops of the valve stems, allowing only two valves in each cylinder to open. At around 7000 rpm, oil

**The chassis on the VFR** has also had some updates with a reinforced headstock, stronger twin-spar aluminum-alloy frame and larger 43mm front forks. The single-sided rear swingarm stays.

**The Honda RC51**, known as the SP-1 in Europe, has been renamed the SP-2 and has received a slight makeover. It's gained some extra horsepower—again with larger throttle bodies and 12-point injectors—and a forged aluminum-alloy swingarm. Although Honda's press info harps on about a better road-riding experience the reality is that the mods are really designed to make the bike easier to tune and better handling for World Superbike duties.

**Kawasaki's effort at Milan** was more of a whimper—Team Green slipped in a new ZX-6R, with 636 on the fairing denoting its hike in capacity, which came with a host of other minor changes.

**Suzuki showed some new Burgman** scooters, now available in 650cc, 125cc and 150cc versions and told the press to wait for the Paris show for the new bikes. The 650 has a proper motorcycle chassis and a twin-cylinder, fuel-injected engine. It's a sophisticated scoot and should sell well as Europe's market is crazy about maxi-scooters at the moment.

**Ducati launched the Multistrada**, hailing it as a "new concept in motorcycling". The idea behind the bike is to produce a machine that's at home on a variety of different roads, hence the name (Strada = road). But is the new Multistrada, with its 900SS-derived air-cooled engine really that innovative? Sure, it's dressed—as you'd expect—in a flashy Italian designer suit, but it's really not that innovative and it's not even ready. The Multistrada is actually a prototype and won't be on sale until early 2003!

**Milan also hosted** the official launch of the 998 version of the Ducati Testasretta, the bike Troy Bayliss just won the 2001 Superbike World Championship on. Its capacity has been stretched again, with the

bore increasing from 100 to 106mm. They all come with the 996R's frame. The bike will be available in three versions, 998 (123 bhp), 998S (136 bhp), and the full-on, high-revving 998R (139 bhp @ 10,000 rpm).

**The 998 range also benefits** from a new, lighter ignition CPU (black box). The R features Ohlins suspension; the other models have Showa parts. Lightweight wheels and brakes grace the R. The 998R will be made in limited numbers and features sand-cast crankcases. It's basically a customer racer, built for Superbike racing. No prices were announced but expect the R to be premium-priced.

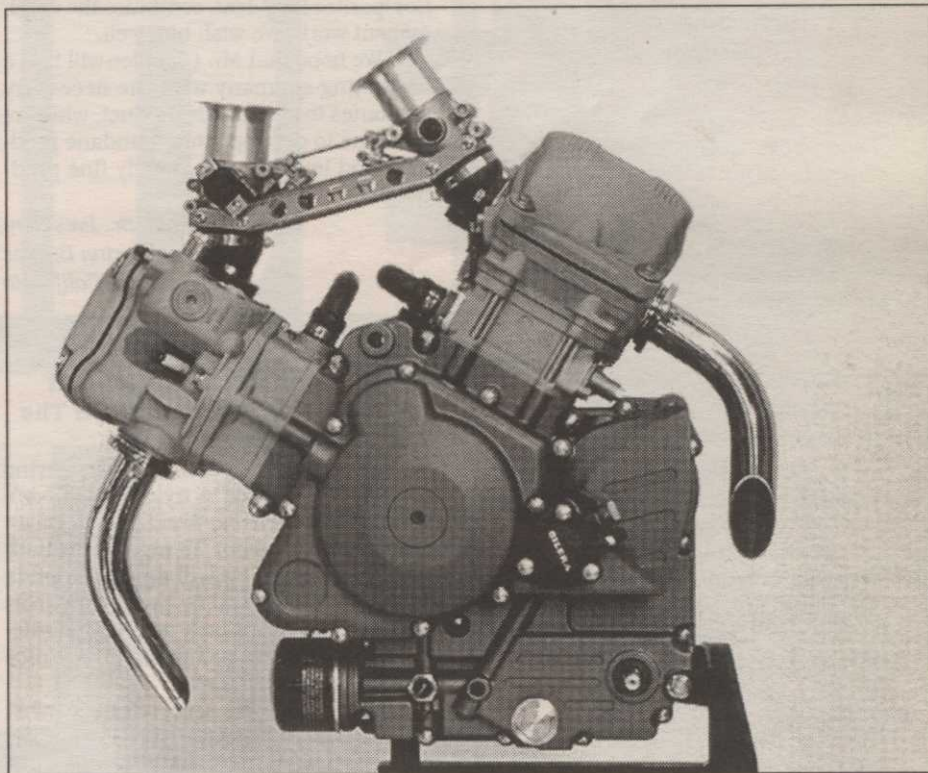
**The R version will appear** in World Superbike next season in full race trim, to be ridden by Ben Bostrom, Bayliss and Ruben Xaus. Neil Hodgson and James Toseland will race the bikes ridden his year by Xaus and Bayliss under the GSE banner. Ducati officials said that the GSE team will inherit the running of Ducati's official World Superbike effort when the company goes GP-1 racing in two year's time.

**Ducati's Monster range**, the hugely successful naked bikes that spawned a host of copycat bikes from their rivals, has undergone a comprehensive update. The major change is the addition of the 620 ie, where 'ie' obviously denotes fuel injection. There's also a 750 version. Both get twin front discs. An American-market 750S ie was also shown, featuring a new swingarm, headlight fairing and increased ground clearance with a ride-height adjuster in addition to carbon-fiber side panels and heat guards.

somewhere between the Japanese 600s and the Ducati 748. Suzuki has promised to keep Gilera supplied with all the latest updates to the GSX-R600 powerplant.

**Piaggio did not show** any of the Gilera V-Twins leaked a couple of weeks before the Milan show, including 850 and 1000 variants. The 850 engine has been designed to use a variety of top ends to change the character of the power delivery, and there's talk of a new variable drive (automatic) transmission system that can cope with the torque and power of a bigger engine. That would open the way for Piaggio using one of the big new V-Twin engines, most likely the 850 version, in a Gilera-badged super-scooter in the near future. There's also a plan to use the engine and transmission set-up to power a motorcycle aimed at city commuting. Although there's no clear indication yet as to what style this bike might take, it's likely to follow the current best-selling (in Italy) designer naked bike fashion first established by the Ducati Monster.

**Insiders say that the Gilera scooter** will have cylinders based on the current X9 500cc Single but with an 88mm x 69mm bore and stroke producing an actual 840cc—the X9 has a 92mm bore. The engine uses the same single-cam and rocker arms to open four valves per cylinder as found on the X9. This use of design and technology from the X9 reduces development time and cost, and it is likely that Piaggio engineers originally designed the X9 with the 850 V-Twin in mind. Piaggio officials also



*The 850cc Gilera V-Twin, destined for use in a variety of machines.*

**Gilera finally launched** its much-leaked 600. It looks a bit like Honda's VTR SP-1 (RC51) and uses the engine from Suzuki's brilliant GSX-R600. Gilera is part of the mighty Piaggio group, the biggest motorcycle builders in Europe by a wide margin and a company with a long history. The Gilera marque is steeped in racing history and it looks very likely we'll see the 600 in Supersport racing sometime in the next 24 months.

**Although it seems a conventional 600** Supersport bike, the forced-induction, fuel-injected Gilera is actually quite sophisticated. The 1392mm (54.8-inch) wheelbase chassis uses a combination of aluminum and titanium parts and with a claimed dry weight of 162 kilograms (356 pounds) it's the lightest 600 in its class. It's dripping in high-quality parts, like lightweight Brembo racing wheels, upside-down forks and Brembo brakes. It should offer strong competition to the Japanese 600s both on and off the track and is likely to be priced

revealed details of the 850 fuel-injected engine in a higher state of tune. With around 85 bhp on tap, compared to the scooter engine's 50 horses, this variant of the motor is likely to find its way into Gilera's first big-bore motorcycle in decades. The 850 engines have been dyno tested but, according to Piaggio, the 1000 version is still in the design stages and hasn't been built.

**Reportedly suffering** financial problems as a result of the huge drop in scooter sales in Europe, Aprilia's effort at Milan wasn't as grand as many expected. The company launched a 500cc scooter to try and claw back some sales, as the market for small-capacity scooters has collapsed (except in the UK, but the British scooter market is tiny compared to sales volumes in Italy, Spain and France). It's the maxi-scooters that're doing well and the new Atlantic is Aprilia's attempt to regain some scooter market share.

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continued on page 8



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# LETTERS

## To the editor

### So Much For That Idea

For the last two+ years we (Lyndall Racing Brakes, LLC) have been involved in the development of a new high-tech light-weight rotor that is being manufactured by Swan Metal Technology. While the development has been notable for delays, setbacks, and the other new-product vicissitudes one might expect (although, in truth, we were never quite ready for them) the negatives were far surpassed by the joy of helping develop a new superior product that would advance the art and safety of motorcycle racing.

As the complexity of the product, and the inherent danger to riders that is always a part of brake development became more and more apparent, we realized that we lacked sufficient resources and enough racing expertise to do justice to this venture.

When we started LRB, we promised ourselves that we would put rider safety above all other considerations. In order to keep our promise to ourselves, we have ended our participation in the development of Swan Metal Composites rotors.

The product, the MMC rotor, is still being developed. Tom Chamlee, Swan Metal Composites President, continues the development work. We wish him well.

We hope that Mr. Chamlee will find a marketing company with the necessary attributes to develop his product, while we continue to develop more mundane products and improve our already fine product line.

Paul Kittrell, Sr., President  
Lyndall Racing Brakes  
San Marcos, California

### Run It Through The Chicane At Daytona With Your Hands On The Tank And Get Back To Us

As a firm believer in countersteering I couldn't help myself by trying Keith Code's "method" (Roadracing World, June). On an errand, and at about 35 mph, I put both hands on the gas tank of my 1982 Honda Ascot 500 Single and by pressuring foot-pegs and moving my body weight from side-to-side I found myself doing a very nice serpentine down the road.

Now is that little Ascot one of the most unusual (and I'd hope quite valuable) motorcycles on the road? Should I put it on Ebay and start the bidding at say a million bucks as "the motorcycle that defied Keith Code?"

I know countersteering works, but I

know I can lean without touching the bars and initiate a corner, too. Perchance we may have two sides to the story?

How many of you have ridden your bicycles "no-hands"?

Do we have some "steering geometry problems" with the newer crotch rockets that demand that they be countersteered?

Maybe Tony Foale should give us the lowdown. He's done some amazing stuff.

Philip Mahony  
Lime Rock, Connecticut

### Better Security Forced Him To Buy Pocono F-USA Ticket, But Not From Ticketmaster

I just wanted to let you know that I also tried to avoid the ridiculous Ticketmaster fees (Roadracing World, October) concerning the F-USA event at Pocono and was actually successful.

I e-mailed F-USA, they took the ticket order via e-mail at no extra charge, the advance tickets arrived at my door by FedEx. I usually attend the Pocono event every year and have never purchased tickets before due to lack of security at the track. An increased showing of security was very noticeable this year. This event has gotten a little bit better every year, this year was no exception.

Overall it was a good time except for a \$23,000 custom Yamaha R1 that was stolen out of the parking lot of our hotel on Friday night.

Lee Damico  
Oceanside, New York

### Trademark Frankness

Please renew my subscription to the best newspaper on the planet!

When I receive your paper and remove it from my letter box I immediately read it cover to cover...and again a few more times later.

I especially enjoy your trademark frankness and in-your-face reporting, like it is.

In addition I refer to your in-depth tech articles for my ongoing gearhead vintage projects. Thank you.

Malcome Tunstall  
St. Petersburg, Florida

### Wants Ben Bostrom Photo

Is there a way I can obtain a copy of the photo of Ben Bostrom published on page 46 lower left, Vol. 11 #10, in 5x8 or 5x10? If available, please let me know. Keep up the good work!

Scott Steward  
Cardiff, California

E-mail the photographer, Yves Jamotte, at yjamotte@sportsphotography.com...John Ulrich, Editor.

### On Appropriate Conduct

I e-mailed this quote from an AMA press release back to Merrill Vanderslice: "Merrill Vanderslice, AMA Pro Racing's Director of Competition, explained, 'The key issue here is appropriateness. In a setting such as a press conference, racers serve as spokespersons for our sport. Their attitudes, actions and words have great impact on the general public, many of whom are youngsters coming up in our sport. It is important for all concerned with motorcycle racing to conduct themselves in a manner that reflects positively on our sport.'"

And this quote from Roadracing World coverage of the AMA National at Loudon: "Vanderslice angrily replied, 'They (riders) don't run the AMA, we do.'... Vanderslice told Lopez, 'No. The race is now.' Vanderslice added, referring to the riders, 'It's us against them.' Vanderslice then ordered Lopez and other riders who had gathered around him to leave, saying 'It's done. Leave!'"

Hey Merrill—fine yourself \$5000 and take a day off. Arrogance and hypocrisy...the refuge of small minds.

Steve Brooks  
Valencia, California

### Hofmann Fan

I really enjoyed reading all three parts of 'Racing in Europe' by Peter Hofmann. I always enjoy stories about local fast guys going overseas to take on the world, be it Macau, the European Championship or Isle of Man. Peter and his father were a great help to me at Sears Point in 1999 when I broke a couple of bones in Turn 7 at Sears Point and couldn't load up or drive after the races.

The quintessential 125cc guy, Peter couldn't believe how "unbelievably heavy" my state-of-the-weight-reduction-art R1 was! As soon as his arm heals, I hope he will continue the series.

Ronald Ringsrud  
Saratoga, California

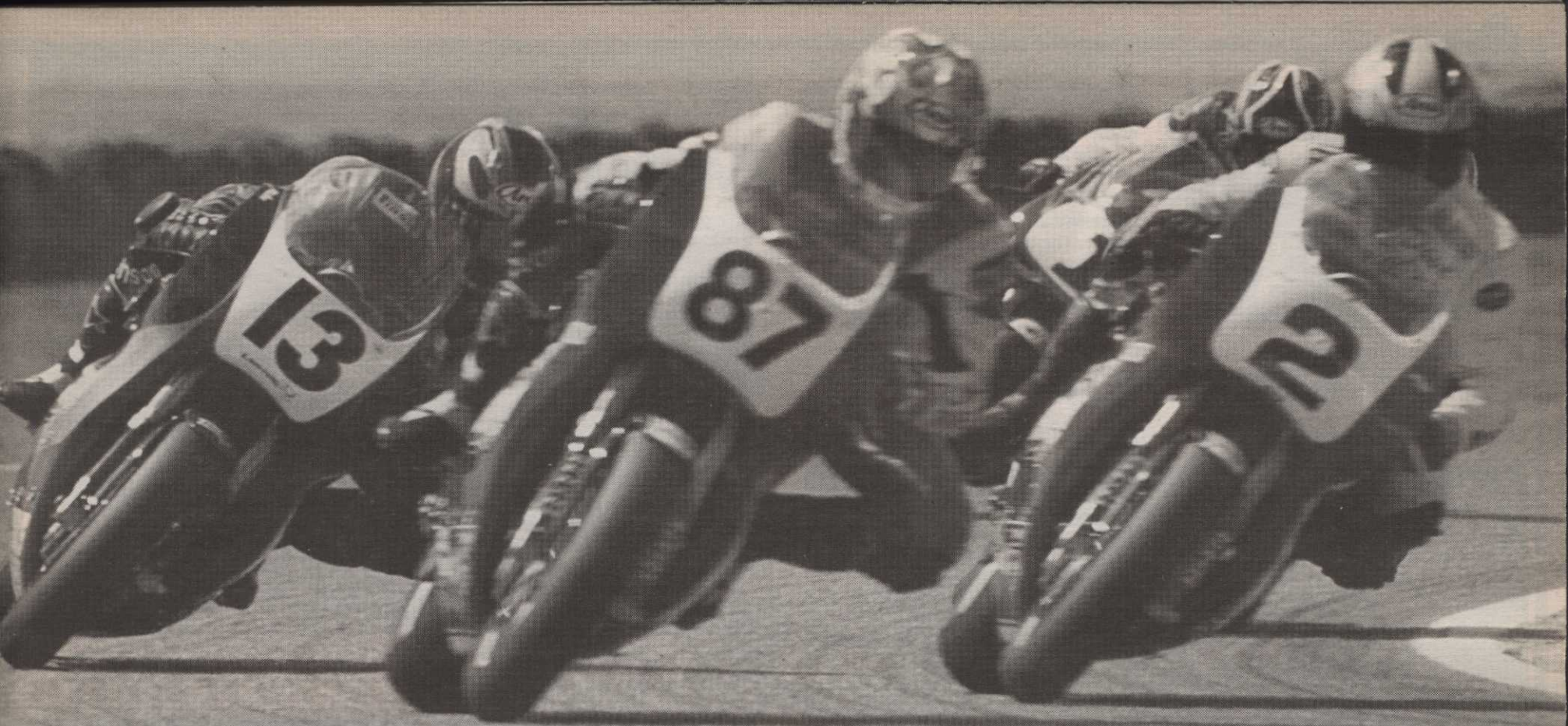
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**On The Front Cover:** Three Open-class combatants squaring off for a Formula Xtreme rematch in 2002, the revamped Honda CBR954RR and Yamaha YZF-R1 versus the Suzuki GSX-R1000. FYI, that's Rich Oliver photo-modeling the YZF-R1 Yamaha.





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# PRIDE OF THE PODIUM.

Congratulations to both Buell® Race Teams on a great season of Pro Thunder™ racing.

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Kudos all around for some of the most competitive racing Pro Thunder has seen.

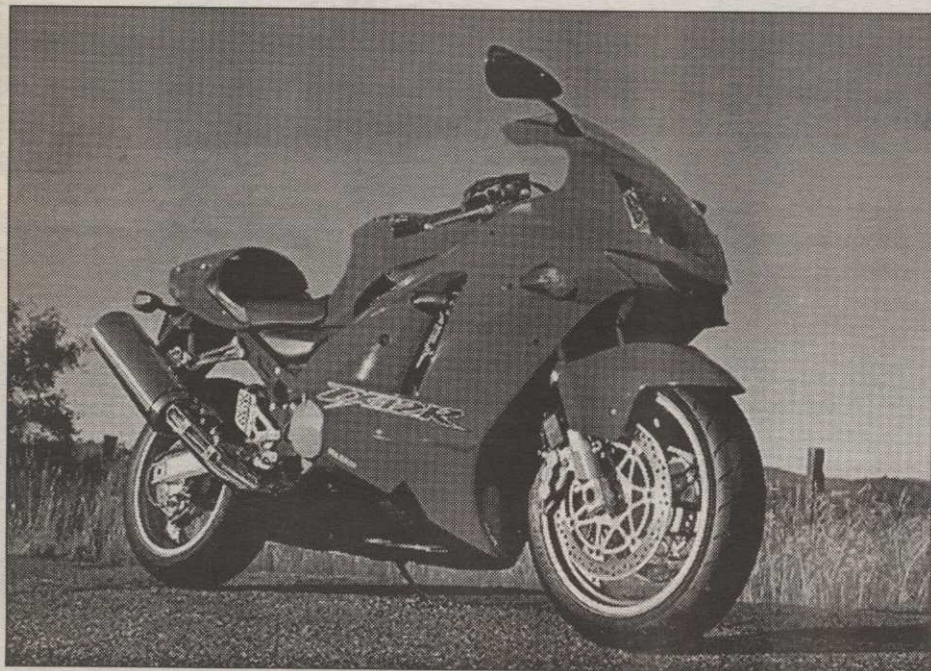
Buell applauds your performance. The best is yet to come.





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**Aprilia also showed** the Blue Marlin concept bike. Looking something like a 1960s Norton Dominator this is a retro muscle bike if ever there was one. It's fitted with a full-power RSV engine and has state-of-the-art chassis parts. Aprilia needs a naked bike to plug a huge gap in its model



*The revised Kawasaki ZX-12R, with more aerodynamic bodywork, more emphasis on mid-range power and new steering geometry.*

range, but this is still only a concept—although there's nothing really radical about the tube-frame machine, and the engine is already in production, so the bike could reach dealers relatively quickly, if Aprilia has the desire and the development funding to make it happen.

**While many would have loved** to see the new Benelli Tornado road bike at Milan, all anyone saw is the same show bike Benelli has been displaying for a couple of years now. Benelli has also been hit hard by the scooter sales slump, and the reduction in cash flow has affected the Tornado project. But with the backers (Andrea Merloni, Benelli's owner, has a rich industrialist

father, whose huge group has backed the project so far) pushing hard for results both on and off the racetrack, Benelli must get this bike on the road, and the podium, soon, or the cash will dry up.

**The Austrian firm KTM**, which concentrates on the off-road market, showed a new bike, the Adventurer, fitted with an impressive-looking 942cc 75-degree V-Twin engine. The bike, said to weigh only 189 kilograms (417 pounds), is ready for launch in January 2001. The firm's range is expanding all the time, and this relatively small motorcycle factory is one worth watching, especially with the resurgence of interest in off-road and dual-purpose machines in Europe. Sales of "adventure" bikes—as the large, dual-purpose machines are called in the UK—is one of the few bright

spots in Britain at the moment.

**The German Sachs firm produces** everything from electric bikes to futuristic-looking concept machines. The company has been around a long time—115 years in fact, and just survived financial problems with the help of a management buy-out. The wacky-looking Sachs Beast was on show again, but you still can't buy the machine. The press release cites a bizarre reason for the delay, informing us that the "fragile design" needs to be thoroughly tested for safety! Perhaps this is a poor translation and what they mean is "minimalist design" as the Beast is little more than a 1000cc V-Twin engine with wheels bolted onto it.



*The Sachs B-805 concept bike, featuring a Suzuki V-Twin cruiser engine and Italian styling, was displayed at Milan.*



*The 636cc ZX-6R Kawasaki seen at the Milan motorcycle show will not be sold in the U.S.*



*Aprilia's Blue Marlin concept bike, shown at Milan, combines an RSV Mille engine with retro muscle-bike styling. Photo by Glenn Le Santo.*



*The Ghezzi And Brian (yes, that's the company name) Super Twin, an 1100cc Moto-Guzzi special seen at the Milan show.*

**Perhaps the B-805**, which the company had considered naming the "Bomb" might make it into production sooner. It's based on the company's Roadster 800 and uses an engine out of a Suzuki cruiser. The B-805 benefits from a natty suit of clothes drawn by the German design house Target, the same company that gave us the Katana in the late 1970s. There's more than a hint of Katana in the B-805's styling but with a 60-horsepower engine lugging around 228 kilograms (503 pounds) of weight it isn't going to be a sportbike. The Roadster is more conservatively designed

and is likely to be in the shops, in Europe at least, early in 2002.

**One aspect of the Sachs stand** that was really newsworthy was the appearance of a number of CCM machines alongside the Sachs bikes. Sachs is working on an all-new 60 degree V-Twin—maybe with some help from Blackburn, England-based CCM. Such collaborations may be essential if these smaller companies are to produce viable machines in the future.

**The Milan show isn't just a showroom for**

continued on page 10





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continued from page 8

new-model launches; the halls are packed with a cornucopia of motorcycling goods. There's everything from leather suits to anodized bar-end weights on display. Walking around the seven halls devoted to motorcycles you'll also see all the latest motorcycle apparel on display from the likes of Alpines-tars and Axi. If you look hard enough you can also find the source of much of this gear, as leather manufacturers from countries like Pakistan attend the show to show their wares to the European clothing firms. Many of those jackets you buy that display Italian 'designer' labels actually come from these producers. One entire hall is dedicated to Taiwan. This island off the Chinese mainland is the source of a huge variety of motorcycle goods. The Taiwanese make components for many of the world's leading manufacturers, as well as building their own home-grown motorcycles. Their home market is huge, giving them a solid base to work on, but they won't be staying inside their borders—and they already export many small capacity motorcycles abroad.

**Korea is another country** deeply involved in the industry, also as the source of components and clothing for the world trade. Companies like the giant Hyosung are also eyeing the world market for motorcycles. Korean firms face labor costs that are far lower than the Japanese and European manufacturers so they could be a real threat to the established manufactures. Hyosung, which has a huge diversity of businesses involved in everything from banking to hi-tech plastics, showed a new motorcycle, a 600cc V-Twin. The engine isn't donated by a Japanese manufacturer, either, it's the firm's own design and manufacture.

**Expect machines like the Hyosung** to appear more and more over the next few years. Only a fool would underestimate the power of these fledgling manufacturers. With a huge local market, one that's constantly growing in size and value, they have a ready-made base to work from. The last time developing motorcycle manufacturers like Hyosung, Dealim and Jingcheng were ignored was back in the 1950s, when executives from the then-dominant British marques laughed at the little Hondas that were beginning to arrive on European shores.

**Back in the U.S.** at the Honda dealer convention in Las Vegas, American Honda Vice President Ray Blank told attendees, "While our gathering here is to conduct business and present to you our plans for the new year, we cannot forget the events that took place in our country this past week. The attack on the U.S. was a senseless and horrific tragedy. One that will forever scar this nation. And to that end, American Honda would like to take this moment to express our heartfelt sympathies and condolences and offer our prayers to those who lost loved ones, friends or co-workers last week. Since the attack, President Bush has urged all Americans to rally together and show the strength of our resolved...by moving forward with our lives. Sending a message to our attackers that they cannot limit our freedom. This week, much of America has done just that. The Stock Market is again active. Major League pro sports are back to a full schedule. And, at America Honda, we, too, are moving forward with all of you. We hope no one sees this business meeting as a sign of disrespect. Rather, we hope that they see it as a company that follows some of the values that make our country great. Values that include respect for our country and standing up for what is right. Thank you for join-

ing us tonight. And God Bless America."

**Honda introduced a whopping** 15 new models for the American market, including two retro-styled VTX 1800 cruisers and a VTX 1300; the revamped CBR954RR billed as "the new class leader in power-to-weight ratio"; the 919 streetbike; a new ST1300 to replace the ST1100 sport-tourer; the redesigned VFR800 Interceptor; the refined RC51; the 600cc Silver Wing scooter; the 50cc Metropolitan scooter; CRF150F and CRF230F four-stroke dirt bikes; the FourTrax Rincon, a four-wheel-drive ATV with a automotive-style automatic transmission complete with a torque converter; and the AquaTrax F12 and F12X, two 1200cc four-stroke personal watercraft, the F12X being turbocharged!

**Suzuki's via-mail press intro** of 2002 models included the new DL1000 V-Strom adventure bike (Suzuki calls it a Sport Enduro Tourer), basically a dual-purpose machine powered by a retuned version of the TL1000 engine with Suzuki's dual-throttle-valve fuel injection system fitted to 45mm throttle bodies. The name comes from the V engine and the German word for wind, Strom. Sport models in Suzuki's American lineup have minor changes, mostly polished stainless steel exhaust systems, bolt-on bungee hooks and dual headlights that always operate as a pair, instead of one headlight illuminating on low beam and both illuminating on high beam. The GSX-R750 also has the step motor for the SDTV (Suzuki Dual Throttle Valve) system positioned directly on the throttle-body rack instead of remotely driving the valves via cables. There's also a Team Telefonica Movis-

tar Limited Edition GSX-R600 to replicate the RGV500 ridden to the 2000 500cc Grand Prix World Championship by Kenny Roberts, and never mind that at press time KR hadn't won a race this year. Suggested retail prices are \$8899 for the V-Strom, \$7999 for the GSX-R600, \$8249 for the Telefonica GSX-R600, \$9449 for the GSX-R750, \$10,399 for the GSX-R1000, \$10,849 for the Hayabusa and \$9599 for the TL1000R.

**Kawasaki, meanwhile**, has upgraded the ZX-12R and ZX-9R models, adding crankshaft weight to improve mid-range response, which may be code for improving the ability to launch hard off the line, as at a dragstrip. The ZX-12R also gets more rake, the figure now 25.0 degrees instead of 23.5 degrees, and less triple clamp offset, going from 32mm to 28mm, both changes to improve feel at turn-in while braking. The ZX-12R has more aerodynamic bodywork and a 30-percent-larger ram-air-induction scoop, and slightly lower handlebars (again, helping the bike launch by repositioning the rider). The ZX-9R gets new Keihin 40mm carburetors equipped with Kawasaki's system to match ignition timing to throttle position, called K-TRIC. Both get plates dividing the exhaust collectors down the middle, again to increase mid-range, and the ZX-9R gets a repositioned front engine mount, moved closer to the steering head to make the frame/engine combination more rigid. The ZX-9R's front brake discs are also larger for 2002, 320mm (12.6 inches) instead of the previous model's 310mm (12.2 inches), and a smaller, lighter 525 chain replaces the previously-used

530 chain. Other changes to the ZX-12R include close transmission engagement dog clearances—designed to improve shifting—and a modified clutch damper to reduce driveline lash.

**Kawasaki and Suzuki** announced that the companies will work together in the future, in the areas of design, development and production of motorcycles and ATVs. Exactly what that means—and what effect the cooperation will have on the product lines and racing activities of the two companies—is unknown. Each company issued press releases on Wednesday, August 29, and while the majority of the content of the releases was very similar, Kawasaki's press release made the point that each company will continue to go its own way in the development of large-displacement sportbikes. Suzuki's release read: "Suzuki Motor Corporation and Kawasaki Heavy Industries, Ltd. today announced an agreement to form a strategic business relationship in the areas of product development, design, engineering, manufacturing of motorcycle and ATV products and purchasing components. Based in the spirit of reciprocity, equality, and combining resources, the agreement is designed to make Suzuki's and Kawasaki's motorcycle business more profitable despite increasing globalization and intensifying competition. Both companies will collaborate in the area of product development, OEM supply of product, commonizing parts and components, and joint purchasing and manufacturing, so that the competitiveness and profitability of their motorcycle business can be improved."

## BOARD OF TRUSTEES REFORM SLATE PROMISES HONESTY, INTEGRITY, ACTION: Ulrich, Nash, Schwantz Say, Take Back The AMA

John Ulrich, AMA Pro Thunder Champion Jeff Nash and former 500cc World Champion Kevin Schwantz are running for AMA Trustee from the Southwest, South Central and Southeast regions, respectively, promising reform of the organization.

In a campaign mailing, the Take Back The AMA slate described the AMA status quo by saying:

"They defrauded and cheated a joint-venture partner, squandered millions in a cover-up and lawsuit they couldn't win, and finally settled out of court by paying \$3 million of members' money. They refused to fund Air Fence, and lied about it in press releases and on TV. They talk out of one side of their mouth about defending the rights of motorcyclists, then turn around and persecute a racer who expressed his personal opinion in response to a direct question during a press conference.

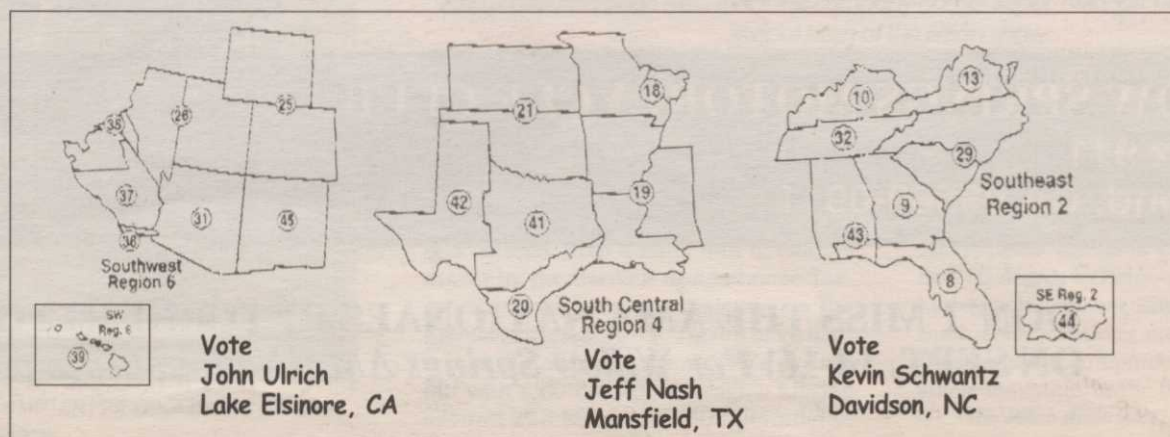
"Their idea of a good time is telling you what to do, instead of listening to what you want. They run the member-owned association like it is their own personal, privately-held company—or kingdom. They turned Pro Road Racing from a money-making association department into a money-losing subsidiary propped up with huge infusions of membership dollars, run by people who don't understand racing. Now they want to dismantle the successful Supercross Series—built into a huge success over a 25-year span—and turn series promotion over to unproven, under-capitalized promoters.

"It's time for a change. It's time for new blood on the AMA Board of Trustees. It's time to reject deception, deceit and inaction and vote for HONESTY, INTEGRITY, ACTION It's time to: TAKE BACK THE AMA!"

The three candidates promise to "Fight strongly for full access to public lands for motorcyclists. Fight for the rights of all individual motorcyclists, including street riders, off-road riders and racers. Strengthen government relations programs to fight unfair legislation and regulations. Fight discrimination against motorcyclists in the area of health care coverage. Give members a true and accurate accounting of the total cost of the Edmondson vs. AMA debacle. Restructure AMA Pro Racing so it is directly accountable to the AMA membership, with rider safety as its first concern in all disciplines, including road racing and dirt track."

Ballots for the Trustee election will appear in January 2002 issues of the official AMA magazine, American Motorcyclist received by eligible voters in the three southern AMA regions. Life members and associate members who do not receive the magazine can request a ballot in writing from AMA, 13515 Yarmouth Dr., Pickerington, OH 43147, FAX (614) 856-1920.

Tax-deductible campaign contributions to offset the cost of printing and mailing election brochures are being accepted by the Roadracing World Action Fund, P.O. Box 1428, Lake Elsinore, CA 92531-1428, (800) 464-8336.





The first step will be to combine resources and create immediate synergy with the cruiser, scooter, motocross and ATV lines. Suzuki and Kawasaki will preserve autonomy in the area of marketing and sales, with each company using its own brand and sales network as before. Both companies expect that this agreement will help them respond to the variety of customer needs and to contribute to the healthy growth of the industry."

**Kawasaki's statement** was worded a little differently: "Kawasaki Heavy Industries, Ltd. and Suzuki Motor Corporation have agreed to join forces in the development, procurement and production of motorcycles and ATVs. The alliance is expected to strengthen the companies' global motorcycle and ATV businesses through combining resources. It will allow production of more new and improved models for our customers at competitive prices. Kawasaki and Suzuki will each continue to maintain their own brands, completely separate and independent from each other. We will each market and sell only our brand motorcycles and ATVs through our respective dealer networks. The companies will begin utilizing each others' expertise for cruiser, scooter, motocross and ATV models. Each company will continue its independent development of large displacement sport-bikes. Kawasaki feels that through this alliance we will be able to better meet the varying needs and expectations of our customers and more strongly compete in the global motorcycle and ATV industries."

**While a Honda spokesman** declined to make any comment on the day of the news, Ray Blank, American Honda Vice-President, Motorcycle Division later said, during the September 19-20 Honda dealer convention in Las Vegas, "I know most of you have heard the big news about Suzuki and Kawasaki joining forces. Surprising, but it just reinforces what we are talking about here tonight. Everyone can see what's going on in our industry. They can see that Honda is committed and on a mission. And everyone is scrambling to do what it takes to stay competitive with us."

**AMA Superbike Champion Mat Mladin** has gotten back the point he was fined following a press conference at Loudon, but his \$5000 fine stands in a settlement announced by AMA Pro Racing. The settlement will avoid litigation between Mladin and AMA Pro Racing. Mladin agreed to the settlement because the major issue was the loss of the point and because, according to one source close to the controversy, "\$5000 isn't worth litigating over."

**An AMA press release** announcing the modified penalty stated "AMA Pro Racing announced...that it has agreed to modify the penalty imposed on Yoshimura Suzuki Superbike racer Mat Mladin following an incident at New Hampshire International Speedway on June 16. An AMA Pro Racing press release dated June 19 explained that Mladin had been fined \$5000 and penalized a Superbike Championship pole point for detrimental conduct during a post-qualifying press conference at the track. More specifically, the press release stated Mladin had been 'using profanity at times' during the press conference, and had raised 'personal issues' within this forum. Since June, ensuing discussions with AMA Pro Racing officials, including a review of an audio recording from the June 16th press conference, clarified that Mladin used profanity only one time during that session, and that any criticisms he voiced were not intended to be personal in nature. Given this clarification, AMA Pro Racing has agreed to suspend the 1-point penalty for the duration of the 2001 racing season; barring any further incidents, the point will be restored to Mladin's point tally at season's end. The \$5000 fine, however, will remain intact."

**The press release continued**, "Merrill Vanderslice, AMA Pro Racing's Director of

continued on page 41

Jason Pridmore,  
Sears Point  
& Pikes Peak  
Winner

Tom Kipp,  
Mid-Ohio  
Winner



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# What Went Wrong With The VR1000

By David Swarts

IN THE SEVEN YEARS SINCE HARLEY-DAVIDSON ENTERED AMA SUPERBIKE RACING, THE VR1000 NEVER WON A RACE. NOW THE COMPANY HAS PULLED THE PLUG ON THE PROGRAM. WE WANTED TO FIRST ASK HARLEY'S JOHN BAKER WHY THE COMPANY QUIT, AND WHAT WENT WRONG—BUT BEFORE WE COULD EVEN GET A WORD IN, BAKER STARTED TALKING.

**John Baker:** There's three things that may help you understand the decision that I'll run through real quickly and then we can probably get into some more specific details. Basically at the outset of the year, we had, and you probably recall from much of the media and what was written up, we had pretty much a two-pronged approach to the rebuilding effort. Certainly this year was a rebuilding year focused on optimizing the existing platform and configuration, and then the second prong was to assess the long-term picture of the program. And what that entailed was evaluating what it would take to do the second iteration of a VR design for the program. Secondly, the program in and of itself Harley-Davidson definitely considers a success in more ways than just wins on the track. The success is that it views it brought new technology to the company. It actually helped the company develop and refine water-cooling and also electronic fuel-injection and other related engine development technologies. It also gave birth to the V-ROD. The strong heritage between the race engine and the V-ROD is there, and the V-ROD carries a lot of the VR1000 architecture and some of the technology. Thirdly, what we are going to do as a company, we're going to be focusing on our other race efforts and actually increasing our participation in drag racing, the NHRA drag racing series. Our new Screaming Eagle Vance & Hines team will be debuting next year as well, and they will also focus on our U.S. dirt and national track circuit. Those are the three things that I wanted to share with you.

**Roadracing World:** Where did you come from before joining the Harley-Davidson VR1000 Superbike race team?

**JB:** My background, I've been with the company since 1993 and I've managed large new product introduction programs, worked out of powertrain engineering, and was actually involved

in the launch of the VR in 1994 more from the 50-bike-build side of things and the production side of that. But then moved on through powertrain engineering to working for Buell as a platform manager for the Blast program, worked early on in feasibility of the V-ROD engine and with our engine partners over in Germany, and then spent a period of time in strategic planning just prior to taking the Director of Racing position.

**RW:** What was Gemini's role in the whole racing equation with the VR?

**JB:** Gemini's responsibilities included everything associated with the race team operations, but not development this year. And race team operations is everything from fielding all the at-track show, the trailer, the hardware, the mechanics, the employees associated with that. Top talent group, very strong in what they do, and they also did a lot of our parts procurement. So they manufacture a lot of the replacement parts associated with the whole initiative, and they provided good support to our privateer satellite effort with the Austin/Bleu Bayou dealership.

**RW:** Did Gemini exist before the VR?

**JB:** Before the VR in 1994, you mean? No, they didn't.

**RW:** Were they a subsidiary of Harley-Davidson?

**JB:** No. They are a separate, independent company. I believe they started four or five years ago, maybe less than that. Their primary focus was serving the needs of the Harley-Davidson Superbike race program. So basically, Harley-Davidson contracts out the race team operation services to Gemini Technologies, and this year one of the big changes going from last year and previous years to this year, we set up a completely new organization internally and brought development inside the company. Previously, it used to reside out of Gemini.

**RW:** So Gemini stayed active this year as far as producing parts?

**JB:** Absolutely.

**RW:** Do you know who came up with the concept of the VR1000 or for Harley to go Superbike racing?

**JB:** I would have to say the father of the VR1000, at a high level, was Mark Tuttle, who is obviously the Chairman of the Board at the AMA (Pro Racing Board of Trustees) right now. But back then, and obviously Steve Scheibe was pretty much the project manager in the late '80s/early '90s to get it off the ground along with a number of other people involved, including myself.

**RW:** Did you ever hear how the idea got rolling or what the thought process was with the conception of the VR1000 idea?

**JB:** Not specifically.

**RW:** You've said the company considers the project a success, but in your opinion, do you know where the project went wrong in terms of Superbike racing and wins being the measure of success? What prevented the bike from winning races?

**JB:** I think as far as where the status of the program, where it's at and what it's been through, is like a combination of factors. Any company that's in racing, there's two paths. Basically, you race to go win a Championship, or you get out. And Harley-Davidson was faced with that. And in order to go win a Championship, you've got to main-



John Baker, the man assigned to run the Harley-Davidson VR1000 program—and ultimately to decide its fate.

Photo by Brian J. Nelson.

tain the best team, the best hardware, the best resources and partners around the whole program. And you've got to be committed as part of your strategy to go win that Championship. And I think Harley-Davidson learned a lot since it introduced the Superbike in 1994, and as we raced over the years, got smarter and smarter as to what the scope of resources and commitment was necessary to compete at this level in road racing. It culminated pretty much this year in the assessment process of what truly it would take for us to go win a Championship and the solution associated with that, how much that would cost the company. And once faced with that, we had a number of business opportunities on the table in the motorcycle market as you can imagine, (and) it was purely a business decision from there on out.

**RW:** So, are you saying that in the six years prior to this year, no one looked at making the program competitive?

**JB:** No, the commitment certainly was there, and people definitely gave their hearts and souls to make the bike competitive. Throughout the previous six years, Harley-Davidson introducing the first design and their first shot at it when the competition has, and I may reiterate this a couple of times, have been in the circuit a number of more years. The infrastructure, which is one of the key elements of fielding a successful team, was being built at the same time we were racing. The learning associated with this type of technology was going on. So there was a learning curve associated with that as well as the pure resource and scope of resource required to be successful at the top level. All that learning took place and was going on in the previous six years, and at the same time the competition, which has a good formula and a well-oiled machine, was progressing at a faster pace than we were.

**RW:** So the biggest thing that prevented the VR's success was that it was a complete start-up program?

**JB:** I wouldn't say just that. Like I said, there's a number of factors that lead you to where we are today. It just doesn't happen over night. And then obviously, there definitely is potential seen in the existing platform as well as in an upgraded design moving forward. Matter of fact, there's pretty high confidence that if we were to do a new

design it would be successful, no doubt about it, based on the learning that we have, the experience and the talent that we have in place. So it's a combination of things that lead you to where we are today.

**RW:** The Aprilia RSV1000 Mille went zero-to-competitive in three years. How would you compare the VR1000 and what some would say is a similar program in the Aprilia? How would you compare the two programs and two bikes?

**JB:** I think each company approaches any project differently but in similar ways. Certainly between the companies, the key elements have to be common which is focusing on top technology, the best hardware, focusing on the best personnel whether it be an engineer or whether it be a race team mechanic, and also focusing on top riders. And you got, it's basically pieces of a puzzle. You want the best pieces of the puzzle to come together. On top of that, you need a corporation that's focused and committed to that venue of racing. Then you have the potential for a successful formula. You only have the potential for a successful formula because you don't know what is going to happen on the racetrack or race day. So I think all of those elements are common between the two companies. A lot of the differences might be in the execution.

**RW:** What will Harley-Davidson tell their stockholders when they ask what they got for the money spent on the VR1000 program?

**JB:** I think there's a couple of things that will come out of it. Certainly one of them is the birth of the V-ROD, which is very significant. With Harley-Davidson, heritage of engines and powertrains is very important; I mean to our customers it's very important. The other thing, is the development of new technology. The exposure to new technology and the refinement of that in water-cooled engines as well as electronic fuel-injection and not to mention all of the other systems of a motorcycle. All that learning and technology transferred to the engineering organization is a value. In addition to that, a number of customers and fans, they get quite a bit of thrills watching the VR1000 at the track. There's certainly a value in exposure associated with that in a pure PR (public relations) and marketing standpoint.

**RW:** If you could go back to the conception of the program and run the program to win from day one, what would you do differently?

**JB:** Well, I think what I would implement would be the assessment, the outcome of the assessment that we did this year in what it would take to go win a Championship, that's absolutely what I would implement. Which is we need to take the design and hardware and all of the learning to the next level. And also increase the focus on the whole initiative on a year-to-year basis. In general, that's what I would do.

**RW:** Can you tell us what you specifically would have changed on the bike had you continued the program?

**JB:** Well, we did see and there is still some potential left in the current platform but it's certainly not enough to go win the Championship. We would definitely look at the fundamentals of the bike itself. If you're just talking from a technical hardware standpoint, more power, less weight, placement of the



center of gravity to where we think it would be optimum for handling, increase flexibility around adjustments on say wheelbase and steering head angles. All of those types of things. In the comment that I make about more power, there's a lot behind that. We would implement the most current and also leave a lot of room for future improvements in that engine, if we were to do that. We would have absolutely stayed with a V-Twin layout.

**RW:** In the areas of engine technologies, what areas do you think you could have improved on?

**JB:** I think you'd look at all the areas of the engine. Obviously, you'd look for lower friction, anything that would allow you to spin the engine higher, anything that allows you to get more air-fuel mixture into the combustion chamber and out quicker you're gonna be better off doing. So you're talking all the way from the inlet of the airbox to the outlet of the exhaust system, each system would get a long, hard look at.

**RW:** From what you said, it seems that the VR could have evolved into a winning platform. How did that not happen over seven years?

**JB:** Part of the assessment at this point in time was to understand what would it take to go win the Championship in this race venue. Part of the solution was a new design, and the cost associated with the new design, not only of a racebike, when you do a new design and homologate it, you have to redesign and produce a racebike, a race engine, a streetbike—a street chassis, and a street engine. And you

have to provide and build the whole production facility around your street version. All those key elements and what goes into coming up with a new homologated design for these production-based classes costs a lot of money. It's not cheap. That was pretty much the turning point. Once the company understood the scope of what it would take to move forward in the program, to go after the Championship, and you compare that against the other alternatives on the table that the company is facing right now, that's when the decision was made to get out. Again, if you're not going to stay in it to win a Championship, your other option is to get out.

**RW:** What department did the racing budget come out of?

**JB:** Marketing. It's a marketing-led program obviously closely connected to the engineering side of the business with many external partners.

**RW:** In the press release announcing the pull-out, you are quoted as saying, "Harley-Davidson has determined that the resources required to do that are too costly to pursue given our other business priorities." What are those other business priorities?

**JB:** Our focus on the other business priorities would include: New products, new services, just enhancing the overall experience for our customers.

**RW:** Now that the Superbike racing program is over, what will you be doing for Harley-Davidson?

**JB:** Right now, near term, my focus is to work with the people, and the focus is on the people, to make sure the people that were involved with the pro-

gram right now get taken care of properly. My destiny will be determined from there.

**RW:** When did you let people with the team know of the decision?

**JB:** All the key people in the program, including the head of Gemini and certainly the riders and development team, understood and knew that this assessment was taking place, the evolution of what the future of the program would look like. Because obviously something needed to be done in order to make this competitive. And so that throughout that process, they were just kept apprised of what the statuses were and pretty much what the direction was. But it wasn't until just before we announced it, did the final decision take place.

**RW:** Is it true that Harley had a clause to release Pascal Picotte from his four-year contract on September 1?

**JB:** Yes, that's absolutely true. There is a clause in the contract, like many contracts with a lot of the riders out there, that the timing was September 1.

**RW:** So was the whole concept of that clause or that option in the contract, was that part of a plan to evaluate the program at this time?

**JB:** That didn't lead the planning process at all. Actually, if we were to make a decision, we had hoped that it would be made as early as possible in this year's season in order to enable the best probability for anyone involved in the race program to obviously find future employment.

**RW:** So coming into this year, you knew that this was one of the possibilities at the end of the season, that

the program might cease to be? That was actually your job as part of evaluating the program?

**JB:** My task and mission was to set up the new organization, implement the new structure, and optimize the existing platform going into the '02 season. This year was a rebuilding year. Let's get the departments, the new people, the new talent. Let's get the systems in process. Let's get an on-going development effort going, which it never had before, in parallel to the race team operations. And then the expectation was that we would enjoy the fruits of our labor in the '02 season. Basically the majority of the results and the improvements would be applied although we did deliver some improvements this year. At the same time, I was also tasked with leading an assessment of this whole initiative of what it would take to go win a Championship with a new design. So it was a dual-pronged assignment.

**RW:** Over the last few years, the most visible part of the VR1000 program had to have been Pascal Picotte. What do you have to say about Pascal Picotte's efforts?

**JB:** I've got a lot of respect for Pascal, not only for his talents as a rider but also as a person. We've gotten to know each other over the last year, and he is just a tremendous person. He puts forth 110 percent in whatever he does. We're very fortunate that we had Pascal and that he always gave 110 percent, did the best with what he had, was very patient, and always supported the efforts and initiatives that were going on.

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# What Happened To Kenny?

By Mat Oxley

WHEN KENNY ROBERTS JOINED SUZUKI THREE YEARS BACK, HE WAS WINNING RIGHT AWAY AND BUILDING TOWARDS LAST YEAR'S WORLD CHAMPIONSHIP SUCCESS. SO HOW COME HE'S DONE PRETTY MUCH NOTHING IN 2001?

**W**e're sitting in Kenny Roberts' motorhome conducting a post mortem on his ill-starred World Championship defense—the worst in GP history by a fit rider contesting every race. His wife Rochelle is minding her own business, reading a book, and there's another guy sitting with us, someone I've not met before. "Oh yeah, Mat," says Roberts as our chat draws to a close. "This is my lawyer, Gary Ross, he's the guy that's gonna sue your ass when this story comes out."

Kenny's only joking. I think. The son of the King is one of the good guys and sits there dissecting the reasons for his miserable 2001 campaign in calm, dispassionate terms. But, of course, it's not like he's never spat the dummy. Frustration with the woeful performance of his RGV500 had him storm out of the Suzuki pits more than once last season, and then there was his famous Czech GP cop-out that drew biting flak from fellow American 500cc winners, including Randy Mamola. "Kenny just literally gave up at Brno," said Mamola, one of Roberts' closest allies in the GP paddock. "And when he did that I lost a great deal of respect for him." Even Wayne Rainey, the man whom Roberts' dad guided to three 500cc crowns in the early 1990s, was dismayed, saying "Kenny did a great job to win the title but now it's like he forgot everything and we're dealing with a different rider."

So has Kenny changed? Has he forgotten how to ride a motorcycle? A quick glance at his results suggests that he may indeed have lost his fire, given up the fight. But a more detailed study of last season's statistics suggests that he hasn't. It was his dad, after all, who famously proclaimed that motorcycle racing is a science, not an art. Bike racing is a convoluted interaction of man, machine and the laws of physics, and last season those laws were not on Roberts' side.

The contrast between Roberts' 2000 and 2001 campaigns is startling. During his title-winning year the square-jawed Californian won four GPs, stood on the podium nine times and took four pole positions. So far in 2001 he hasn't won a single race, he's only made the podium once, and that was at Valencia where a damp track helped him out. Neither has he started any races from pole position, and he's only made the front row twice.

But this wasn't because Roberts changed, it was because 500cc racing changed. After two slowish years the 500cc pace increased dramatically during 2001. The 1999 and 2000 seasons were the hangover from the Doohan era. Mighty Mick had been breaking everyone's balls for years and when he disappeared, it was like people needed a holiday. Without Doohan to pursue, Crivillé, Roberts, Biaggi & Co. breathed a sigh of relief and eased off. Lap times and race times slumped while Doohan hobbled

around on the sidelines, barely able to conceal his disdain for the dawdling new world order.

In the latter stages of 2000, two things brought the holiday to an end—Valentino Rossi and Michelin's 16.5-inch rear slick. The Italian's sublime talent combined with a new ultra-grippy, longer-life tire raised the pace, and by the start of 2001 the fastest guys were going way quicker than even Doohan had gone. Rossi and the few who could run with him strung out the pack, rather as Doohan had done, so 2001 wasn't the insanely close, thrill-a-minute stuff that had brought fans back to GPs over the previous two seasons. But it was insanely fast, with many races phenomenally quicker, over 30 seconds faster in some cases. Riders who were winning in 2000, like Roberts and Garry McCoy, struggled just to get on the podium.

The new tempo—lap times quicker by a second or more at many tracks—took a lot of people by surprise. But not Roberts. Even in his title-winning year, he could see the writing on the wall: "I was saying that if we didn't improve, we wouldn't be competitive in 2001," he explains. "Everyone just said I was trying to put pressure on Suzuki to make the bike even better, but that was my honest feeling, because I knew we were maxed out. I knew we needed to get some horsepower and some throttle connection out of the thing or we'd be dead."

"I can only try as hard as I can try and damn, if I could have a good race I'd be happy as hell. The only thing that separates me from being happy is going fast. But we're just getting killed, there wasn't this many factory Yamahas in 2000 and every one of those bikes is usually ahead of us."

You may already know all about Rossi, but you probably know less about the 16.5 and its secrets. Like everyone else in 500s, Roberts had been quite happily running Michelin's traditionally more popular 17-inch rear slick until 2000, when McCoy arrived on the scene, sideways, smoking rubber and using the 16.5 to devastating effect. This tire puts more rubber on the road at maximum lean to allow riders to corner faster and get on the power sooner. And the larger contact patch helps the tire run cooler, which allows better race-long grip. Its downsides are slightly heavier steering and so much grip that it can cause the front tire to push.

"When I was winning the Championship we were quite happy with the 17, because we didn't have enough power to hurt its acceleration grip out of the corner," says Roberts. "But I believe the Honda and the Yamaha already had more than enough power for the 17. This year we've sometimes been a second faster than during 2000 but we're still half-a-second off the pace."

In other words, the arrival of the 16.5 helped Honda and Yamaha but Suzuki was unable to take advantage of the tire's



Former 500cc World Champion Kenny Leroy Roberts (left) with reigning 500cc World Champion Kenny Lee Roberts at Valencia, where the younger Roberts finished third for his best result of 2001. Photo by Sports Photography.

extra performance. The Suzuki RGV500 didn't have enough power, and, possibly more important, didn't have good-enough power delivery, good-enough throttle-to-tire connection.

By the latter stages of 2000, all the Honda and Yamaha teams had adapted their bikes to suit the 16.5 and that's when the pace began to jump. "By September everyone was on it and the racing started getting really tight. The 16.5 is what really got the race times down," Roberts says.

Roberts and his Suzuki crew, led by technical guru Warren Willing, set about looking for more power and a better power curve. But whichever way they went, their quest was unsuccessful. "We knew we had to make some horsepower, so we started out one way which made the throttle connection worse and since then we've been teeter-tottering all year, just trying to find anything. I mean, we're never better than halfway up the top-speed list, so it's easy for guys to line us up on the straightaway and pass us. So we still need to get the bike off the corner better but everything we've tried to do we haven't accomplished."

When he says that, Roberts is not lying. At Mugello, which features GP racing's fastest straight, Honda topped the speed figures (as usual) at 196.1 mph, with Yamaha just fractionally slower at 195.8 mph, while the best Suzuki limped through the speed trap at a positively slug-like 190.5 mph. In racing, 5.6 mph is a huge deficit.

Straightforward lack of horsepower isn't the RGV500's only problem. Peak power is important in racing but even more crucial is user-friendly power. These days racers talk specifically of throttle connection and throttle linearity, referring to how the throttle relates to what's going on at the rear tire, and since 500cc GP racing is all about metering out just enough—but not too much—power to the rear tire, linear power delivery is vital. This is the Honda's biggest advantage.

"The major thing with the Honda is its incredibly linear power delivery," said a Yamaha technician a couple of years back. "If the rider opens the throttle five percent, he gets five percent more horsepower, and if he opens it another two, he gets another two percent. Other bikes aren't like that."

In fact the Yamaha is like that now, because factory engineers have invested huge resources into improving the YZR500's throttle linearity. But it's not something that Suzuki engineers have

achieved. So this is where the RGV500 suffers most, especially since the advent of the 16.5, which gives more grip at max lean and therefore requires more throttle finesse than before.

"Our linearity problem has gotten even worse with the 16.5 because you don't just pick up the bike and get out the corner, you get on the throttle when you're still leaning and turning, and we have a throttle connection problem at maximum lean," Roberts explains. "I would like the tire to spin at some corners to light it up and get me pointed in the right direction, like the Honda can, but the way my engine makes power I don't have that option. With my bike the tire either spins up real quick and you highside, or it keeps gripping and you end up driving wide and off line."

Roberts isn't the only one complaining. His teammate Sete Gibernau describes another problem that delays Suzuki riders out of the turns. Examine a top rider's data logging and you'll notice that the throttle position curve rises out of each turn but with several hooks, as the rider feels the tire start to spin, then lose drive, so he ever-so-gently feathers the throttle until he regains traction, then winds it back on again. He modulates the throttle like this several times out of each corner.

But Gibernau reckons the Suzuki can't handle that. "Once you open the throttle, it needs to be opened all the way to full throttle, you can't play with the throttle going back and forth, which is what you need to get traction for acceleration," Gibernau says. "It's an engine-to-tire-connection thing, plus there's a power dip at 10,000 rpm, and that's the crucial place you need to be looking for traction for acceleration."

Roberts adds, "Ten thousand is about where the power kicks in and you need the bike to slide. Any time you have a hole or a gap in the power it's like rolling off the throttle and somehow you've got to make up for that."

If you think that Roberts and Gibernau complain too much, that a 'minor' throttle problem can't be that bad because corner exits only make up a small portion of a racetrack, consider these two points. First, corner-exit speed dictates a bike's speed all the way down the next straight. And second, 500cc GP racing is so close now that the tiniest deficiency doesn't just make the difference between win and lose, it makes the difference between first place and eighth. When there's just one second a lap cov-



ering the fastest 10 500cc riders, you only need to lose around 0.07-second out of each corner to be 10th instead of first.

So what exactly is wrong with the Suzuki? Former RGV500 rider Nobuatsu Aoki, who has spent 2001 developing Bridgestone slicks on a 2001-spec NSR500 Honda, believes the bike's disadvantage is a lack of an effective engine management system. "It can't be the carburetors," Aoki says. "Because the NSR and RGV use the same Keihin carbs and Suzuki riders struggle. Quarter throttle is the biggest difference, trying to get drive out of turns. I think the Honda is best because of its engine management electronics. Honda know how to manage the power curve."

Roberts thinks the engine hardware is also to blame, not surprisingly since he never even got a full 2001-spec motor this year. "We only ever got half of it, and we never got the important half. We had the 2001 bottom end and we were anticipating the new top end but we never got it," says Roberts.

Even the Suzuki's chassis isn't above suspicion, Roberts explaining, "The throttle connection is most important but it's the configuration of the chassis as well. We're restricted because the way the engine design went made the chassis have to be a certain way, and at some tracks we think the old chassis is better."

So where did it all go wrong? The Suzuki/Roberts partnership started so well in 1999, when they won their first two races together, even beating Doohan before his bone-crunching exit from racing at Jerez that May. Roberts had joined Suzuki from his dad's Modenas (now

Proton) team. He insists he signed for a modest fee because he was desperate to get competitive after struggling with the KR3 Triple.

"It's frustrating for me because when I joined Suzuki I committed to them so that they would have the commitment from a rider who wasn't wanting to go anywhere and who didn't want loads of money," says Roberts. "I just wanted to be competitive and I just wanted to stay competitive and be able to fight for a World Championship. Now, as to where it went wrong, whether it's budgeting, or not enough manpower, I don't know. I've said that we need to improve and it hasn't struck the right people, I guess, that's the only thing I can think. It sounds like there's a lot of people out there who put blame down to me, which is okay, but look at what the Honda does, it just creates good results. If you go to my team and ask them they'll tell you we've got a problem, and they'll tell you it ain't Kenny and it ain't Sete. I mean they're quite vocal about it, more than I am."

Some people within Suzuki's GP crew believe you must go further back than the last few seasons to understand the team's problems. They suggest that Suzuki's years in the doldrums, following the glory days with Kevin Schwantz, are responsible. After they'd briefly got back on the pace with Darryl Beattie, the factory team signed several former Superbike riders, like Scott Russell and Anthony Gobert, who didn't have the 500cc experience to maintain development progress. "People like Scott and Goey were happy with the bike as it was, because it had way more power than they were used to," says one insider.

And yet Roberts has had to endure criticism throughout 2001. His races in defense of his title have had a familiar pattern to them: He'd start well, running up front, then steadily work his way backwards, apparently unable or unwilling to fight off attacks from his rivals. Critics like Doohan suggested that the problem was Roberts' own, that he wasn't able to rear-wheel steer properly, so once his tires started sliding, he was a sitting duck for riders more able to ride sideways. Not surprisingly, Roberts strongly rejects that theory.

"If I get away good I can normally stay with anybody, and riding-wise and mentally I know how to do it, but once we lose a little bit of tire sidegrip I've got to slow down a little bit. They do, too, but they still have their acceleration, so I don't accelerate with them and the next guy comes by me just like a train. At the end of races I've been completely overwhelmed by the how the bike needs to be ridden, I'm going as fast as I can. I'm just not comfortable with the bike and when I say comfortable, I actually don't know whether I'll fall down if I open the throttle at the wrong time. I mean, I have to slow down to where I know I can open the throttle and get out of the corner correctly."

Some of Roberts' critics may agree that he has bike trouble, but they wonder why he never appears to try that little bit harder in an effort to ride around the problem. After all, he never seems to get even a little bit out of shape. Again, Roberts has a straightforward answer. "My riding style is one to which I always ride within myself. There's times I could've put moves on people for first or second that I didn't know would stick, but the

last thing I want to do is run into somebody. I mean this sport is a war, not just a battle, and if you stick it up the inside of somebody when you're not sure what's going to happen..."

Despite the Brno incident and a bit of moping around in the pits, Roberts has borne his frustrations as well as can be expected. As he says, "There's not really much else I can do. I try not to worry about things and just go with the flow. Hopefully Suzuki will do what they say they're gonna do next year."

The factory men have already promised that 'help is coming' but GP racing's biggest class is going into a weird new era next year, where all the well-known parameters of 500cc racing will be blown apart by big-bore four-strokes. So even if Suzuki engineers do make the RGV500 competitive with the NSR500 and YZR500, will the bike stand a chance against the new wave of 200-horsepower four-strokes? No doubt about it, Roberts has a winter of worry ahead of him and maybe another summer of defeat. As he says, "If the lap times of the new four-strokes are true, we're going to be in even more trouble than we are at the moment."

#### Was Roberts' Title Win A Soft Success?

The 2000 GP season was the slowest in recent years, with lap times and race times well behind the pace Mick Doohan had set in his final seasons, in 1997 and '98. Which begs the question: Was Kenny Roberts' 2000 success a soft World Championship?

continued on page 43

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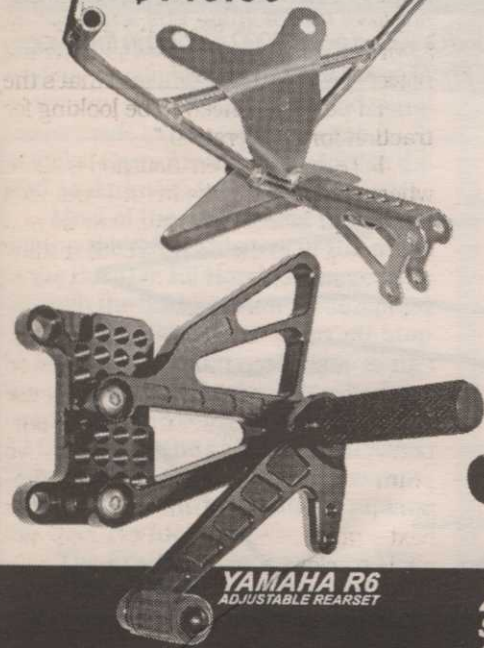


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# Castrol Suzuki Wins 65th Bol d'Or 24-Hour And FIM Super Production World Cup

By Kel Edge



Start of the Bol d'Or, riders running across the track to their waiting racebikes. Photo by Kel Edge.

Castrol Suzuki's Brian Morrison, Christian Lavieille and Laurent Brian rode a SuperProduction-class Suzuki GSX-R1000 to victory in the 65th Bol d'Or 24-hour Endurance World Championship race at Magny Cours in France. The team stayed out of trouble to record its fourth overall win and clinch the 2001 FIM SuperProduction World Cup. The victory was also Morrison's third win in the Bol d'Or.

Elf Honda's William Costes, Fabien Foret and Sebastien Gimbert took second overall and the Superbike class win on a factory-backed Honda RC51. Elf Honda came up eight laps short of Castrol Suzuki at the finish.

Reigning FIM Endurance World Champions Whirley Phase One did not retain the title in 2001 but Igor Jer-

man, Olivier Ulmann and young European Superstock star James Ellison ended the team's season on a happy note with third overall and second in the SuperProduction class on a Suzuki GSX-R1000, after qualifying 13th. Whirley Phase One made a strategic decision late in the race that solidified the team's podium position and very nearly collected second place—Whirley Phase One was just 45 seconds behind Elf Honda at the end of 24 hours of racing.

Like the Le Mans 24-hour race that opened the FIM Endurance World Championship season, the season finale Bol d'Or drew extensive television coverage in Europe (in France, the first hour of each race is broadcast live) and several factory-backed Superbike efforts. Although the works Superbike teams' presence

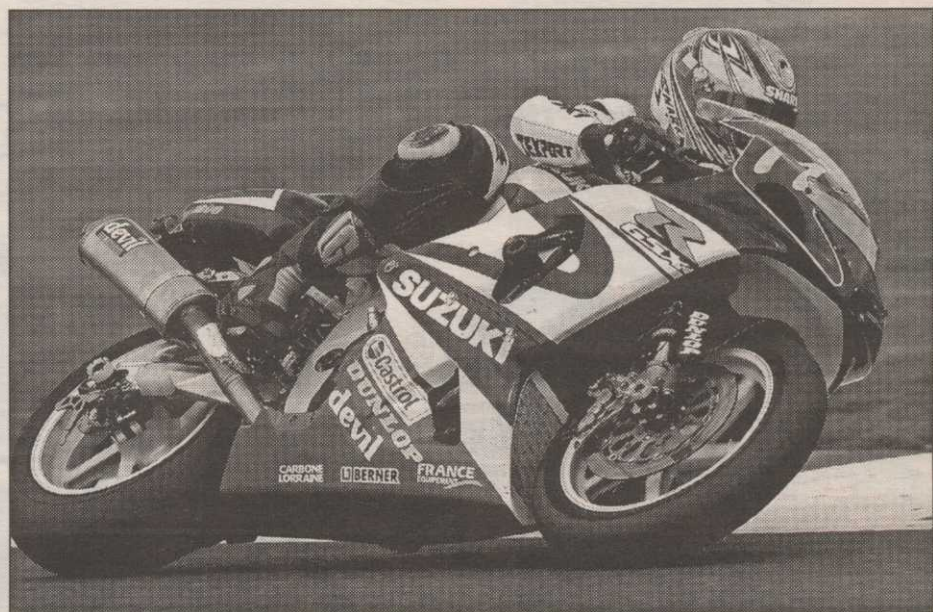
was felt in qualifying and the race, the SuperProduction teams on Suzuki GSX-R1000s ruled at Magny Cours.

When the best times of each team's three riders were averaged following qualifying on Friday, Castrol Suzuki had taken the provisional pole position for Saturday's race start with an average time of 1:42.332. The factory-supported Yamaha YZF-R7 Superbike of Yamaha Pons Go!!! (Bernard Cazade/Eric Mizera/Christophe Cogan) was second-fastest with a 1:43.004 average time. Another Yamaha YZF-R7 Superbike-mounted team, Free Bike Performance (Mathieu Lagrive/Bertrand Sebileau/Cyril Fernandez) qualified third-fastest at 1:43.052. Elf Honda

was fourth-fastest in Friday's qualifying session with an average time of 1:43.242 on the same RC51 Superbike that the team used to finish second in the Le Mans 24-hour.

Yamaha Motor France's Jean Marc Deletang, Mark Willis and Thierry Paillet made it four Superbikes in the top five qualifying spots with a time of 1:44.255 on another YZF-R7. SuperProduction World Cup contenders GMT94 (Sebastien Scarnato/Arnaud Van Den Bossche/Frederic Protat) and ZongShen Team A (Stephane Mertens/Warwick Nowland/Cristobal Fernando) qualified sixth and seventh, respectively, with times of 1:44.304 and 1:44.307 on GSX-R1000 Suzukis. Junior Team LMS's Frederic Jond, Olivier Four and Pierrot Lerat Vanstaen averaged 1:45.335 on a SuperProduction Suzuki GSX-R1000 for eighth on the grid. Newly-crowned 2001 FIM Endurance World Champions Wim Motors Racing Division (Laurent Naveau/Albert Aerts/Heinz Platadis) qualified ninth-fastest with an average time of 1:45.372 on a Honda RC51 Superbike. France's Moto Shop 35 (Christian Haquin/Michel Amalric/Jean Francois Le Glatin) rounded out the top-10 qualifiers with a time of 1:45.849 on a Kawasaki ZX-7RR Superbike. (For reference, the motorcycle lap record for the 2.64-mile Magny Cours circuit is a 1:38.524 set by Doug Chandler in 1992, on a Suzuki RGV500.)

Almost everyone in paddock was already wearing a black arm band in mourning for those who lost their lives in the terrorist attacks on America, and the news got worse when Schafer Mo Devil Racing Team's Herbert Graf lost his life in a crash during practice at

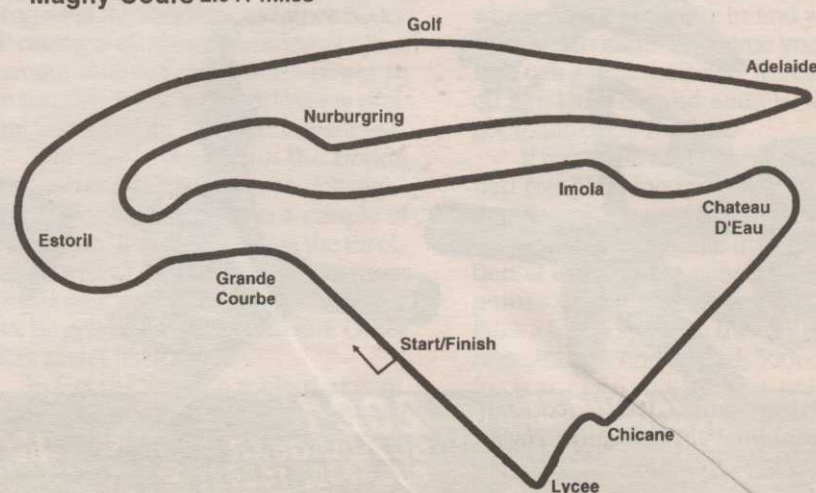


Castrol Suzuki took the overall win in the Bol d'Or with a GSX-R1000 running in the SuperProduction class. Photo by Kel Edge.



Defending Endurance World Champions Whirley Phase One finished third overall in the Bol d'Or, riding a Suzuki GSX-R1000. Photo by Kel Edge.

Magny-Cours 2.641 miles





Magny Cours. Graf, 29, of Switzerland, high-sided the team's Suzuki GSX-R1000 in the Estoril corner during Friday's free practice. Graf was flown to Central Hospital in Nevers where he was diagnosed with a severe head injury. Graf was then flown to Dijon Hospital where he died the following day. The Schafer Mo Devil team, which had just finished third overall in the Nurburgring 6-hour, withdrew from the race after Graf's accident.

Rain during Saturday's qualifying session allowed the qualifying results from Friday to stand and make up the final grid. At 3:00 p.m. local time on Saturday, 55 riders sprinted across the front straight in a traditional Le Mans-style start. Castrol Suzuki made the most of pole position and got away cleanly in the lead. Castrol Suzuki was soon joined at the front by SuperProduction rivals GMT94 and ZongShen, as well as Elf Honda. The early moments of the 24-hour event resembled a sprint race, but the competitors slowly eased into an endurance pace.

Just 30 minutes into the race, Team Maxim Experience's Prototype-class MV Augusta F4 crashed and oiled the track. The safety car came onto the track for 10 minutes while the situation was cleaned up. The team eventually retired with persistent oil leaks that could not be controlled.

The race resumed after the pace car left the track, and Castrol Suzuki led the first hour over ZongShen and Elf Honda. Elf Honda worked forward and led Castrol Suzuki by 3.5 seconds after three hours. Then the Elf Honda RC51 started having problems, the team spending several minutes in the pits replacing the clutch. In that time, Castrol Suzuki regained the lead while Elf Honda dropped down to 23rd overall.

Yamaha Motor France moved from 12th after hour one to seventh at hour four. Meanwhile, GB Moto's David Higgins crashed the team's SuperProduction Yamaha YZF-R1 at the Grande Courbe. Higgins was unhurt and pushed the Yamaha back in, but GB Moto's race would end in 37th place after three other crashes. Ducateam, the second-placed team in the Superbike class points standings running a Ducati 996, also crashed early in the event, and eventually retired in the 14th hour. After six hours of racing, Castrol Suzuki continued to lead with GMT94 second and Yamaha Motor France third overall.

Shortly after the six-hour mark a fresh rain shower brought oil out of the track surface, resulting in a number of crashes. The safety car came out on the track and many teams took the opportunity to make pit stops for intermediate or rain tires. But just as quickly as the rain started it stopped, and many teams made extra stops to switch back to slicks. Castrol Suzuki remained in the lead as darkness fell on Magny Cours.

Most of the race drama happened during the darkest hours of the night at the Bol d'Or. Elf Honda's charge back through the field from 23rd was slowed during the night by an extra pit stop to fix a broken exhaust pipe. ZongShen's Warwick Nowland crashed the team's Suzuki, forcing the team to spend 22 minutes in the pits making repairs. Then, shortly after rejoining the race, ZongShen had to pit again to replace the GSX-R's fuel tank.

The Free Bike Performance YZF-R7 was running in sixth place overall before crashing near the Water Tower and losing time to repairs.

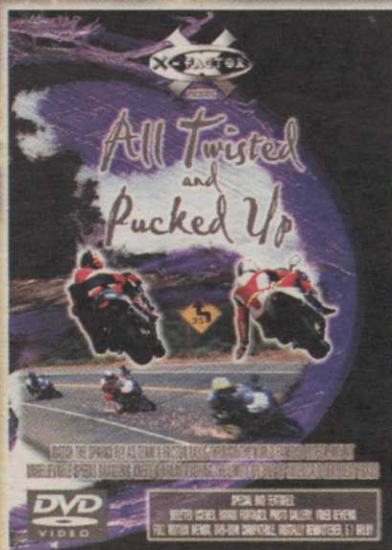
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# Rossi Back In Control With A Win After Biaggi Crashes

By Mat Oxley



Reigning World Champion Kenny Roberts (1) leads the 500cc Grand Prix at Brno, before fading back to sixth and eventually pulling off the track in disgust. Max Biaggi (3), Valentino Rossi (46), Norick Abe (6), Carlos Checa (7) and the field pursue.  
Photo by Sports Photography.

Even before the Grand Prix circus rolled into town at Brno, this year's Czech GP had been billed as a race that would be pivotal to the outcome of the bitter title battle being fought out between Valentino Rossi and Max Biaggi.

While Rossi had started 2001 in unbeatable fashion, it had been Biaggi who'd piled on the pressure in the last few races before the mid-season break. The Roman Emperor had torn great chunks out of the Doctor's early points lead, reducing it from 46 points to just 10. And there was every reason to believe that Biaggi would get closer still at Brno. Former 250cc World Champion Biaggi had won six of his previous seven races at the track, four on 250s and two on 500s, and he'd spent several days there during the break, perfecting the set-up of his Marlboro Yamahas, while Rossi

was on Suzuka 8-Hours duty in Japan.

And Biaggi served notice of his intentions with an electrifying lap in Friday qualifying, the fastest-ever official two-wheel lap at Brno, while Rossi lagged almost 1.5 seconds behind in seventh, struggling to find traction with his Nastro Azzurro Honda. The youngster had suffered the same trouble at the previous GP at the Sachsenring, finishing the race in seventh while Biaggi ran away to win. Was the Rossi steamroller grinding to a halt?

Saturday's final qualifying session would be crucial. Rossi had got to within 0.8-second of Biaggi's time in the 'free' morning session but would need to get closer still if he was to seriously threaten his arch-rival in Sunday's race. He didn't dislodge Biaggi from pole but he did fight back superbly, moving from sev-

enth to second and closing the gap to less than two tenths. His final lap cut an amazing 1.333 seconds off his Friday best and made him fastest in session.

"We concentrated on getting some fast laps because I wanted to get on the front row, that's very important for a good start here," said Rossi. "But we've not done so much work on our race set-up and we've got a lack of grip with race settings and race tires. We'll work on that tonight and in the warm-up. We changed our way of working this weekend, trying a lot more changes than usual and it's worked well so far. Considering the other team have been testing here, we've done a great job today, reducing the gap by a lot."

Even Biaggi found his own pace too hot to handle, and could only get within four tenths of his Friday lap. Nevertheless that earlier lap was good enough to keep him on pole and allow him the luxury of focusing on crucial race-distance tests, something that Rossi was

unable to do.

"Some oil got onto a footpeg and that made my foot slip off the peg, I almost crashed, it was a scary moment," said Biaggi. "That lost us 10 minutes as we checked the bike over. After that I went out and put some laps on a few different tires, so we've tried all the different options, now we just need to calculate which tire will be the best for the race."

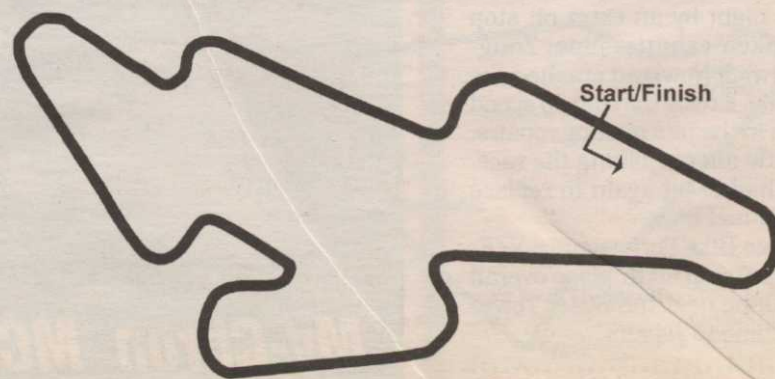
One second covered the fastest eight riders at the end of qualifying, with the front row completed by Loris Capirossi on his West Honda Pons NSR500 and surprise of the day, Jurgen van den Goorbergh on the Proton KR3.

Second-fastest on Friday, Capirossi slipped one place in the final session on Saturday but a new approach to machine set-up had him feeling confident for the race. By Brno, Capirossi was currently the only rider in the top four of the Championship not to have won a Grand Prix this year and he was desperate to change that.



The battle for 500cc victory at Brno came down to Max Biaggi (3) versus Valentino Rossi (46), until Biaggi crashed. Photo by Sports Photography.

## Autodromo Brno 3.36 miles





"So far this season we've had some problems in the later stages of races and I was thinking about that during the mid-season break," said Capirossi. "We used to do most of practice on a full tank but we've changed our system. Now we do the morning session on a full tank and the afternoon on half-a-tank or less, and I think this will help us improve the performance of my bike at the end of races, when the tank is almost empty. We've a good race set-up now, but it will be a tough race, both for the tires and us."

Van den Goorbergh was delighted with his first-ever front-row start on the three-cylinder Proton, which suits the majestic sweeping Brno track because it's a momentum circuit, where the V-4s' superior acceleration isn't so devastating.

"The new engine we ran for the first time in Germany is even better now, both fast and nice to ride," said the flying Dutchman. "I can race with anyone here but I can't pass the V-4s on the uphill straights, so I'll be at the back of the leading group. I just hope it's a small enough group for me to be on the podium!"

Red Bull Yamaha's Garry McCoy hung on to fifth-fastest despite running into chatter problems, a consequence of going the wrong way on suspension settings. The little Aussie was in confident mood now that his upper body was back up to strength after the long lay-off that followed his accident at May's French Grand Prix. "If I can get a good start, I can be on the podium, no reason why not," said McCoy, who had slid off without injury on Friday.

Over in the embattled Movistar Suzuki camp there had been a faint hint of optimism on Friday when Kenny Roberts placed fourth, though he did slip two places to sixth on Saturday. The World Champion's improved pace followed a change of direction during the break, when his team swapped engine configurations and tire choice. Both Roberts and teammate Sete Gibernau, who was 10th on the Brno grid, exchanged Suzuki's close-firing-order engine for the supposedly fiercer "screamer" engine. And they also swapped Michelin's more popular 16.5-inch rear for the 17, because Roberts prefers the handling characteristics of this tire.

"The engine sacrifices some top speed and acceleration but it gives me a better connection between myself and the rear tire," said the American. "We tested the new engine/tire combination at Mugello last week and for the first time in ages I feel comfortable using the same lines and opening the throttle at the same time as the other guys."

Biaggi's teammate Carlos Checa was next up in seventh, with revitalized former World Champion Alex Crivillé on the Repsol YPF Honda the last man on the front row. This was impressive stuff from the Spaniard who had had a torrid time at the previous German GP. Crivillé put his return to form to bike improvements. "We've got new engine parts here and I feel a lot more confident with the throttle," said Crivillé, sweating in the heat.

Sunday at Brno turned out even hotter, with temperatures creeping to 34 degrees C (93 degrees F) by the time round 10 of the 2001 World Championship was under way. And the race really did turn out to be pivotal.

Biaggi's world title hopes took a huge dive on the unlucky 13th lap when he crashed out, handing victory to Rossi. Biaggi remounting to limp home in 10th.

Biaggi led the early stages after taking the lead from fading World Champ Kenny Roberts on lap two but Rossi was soon on his tail, closing inch by inch. The

continued on page 20

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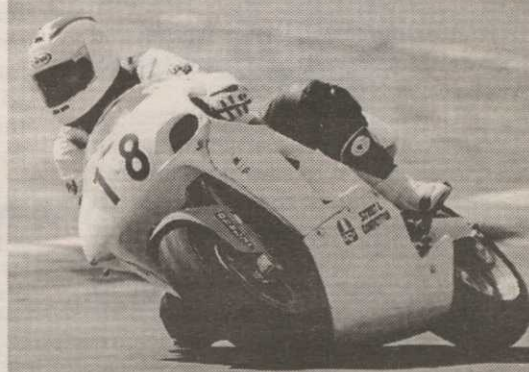
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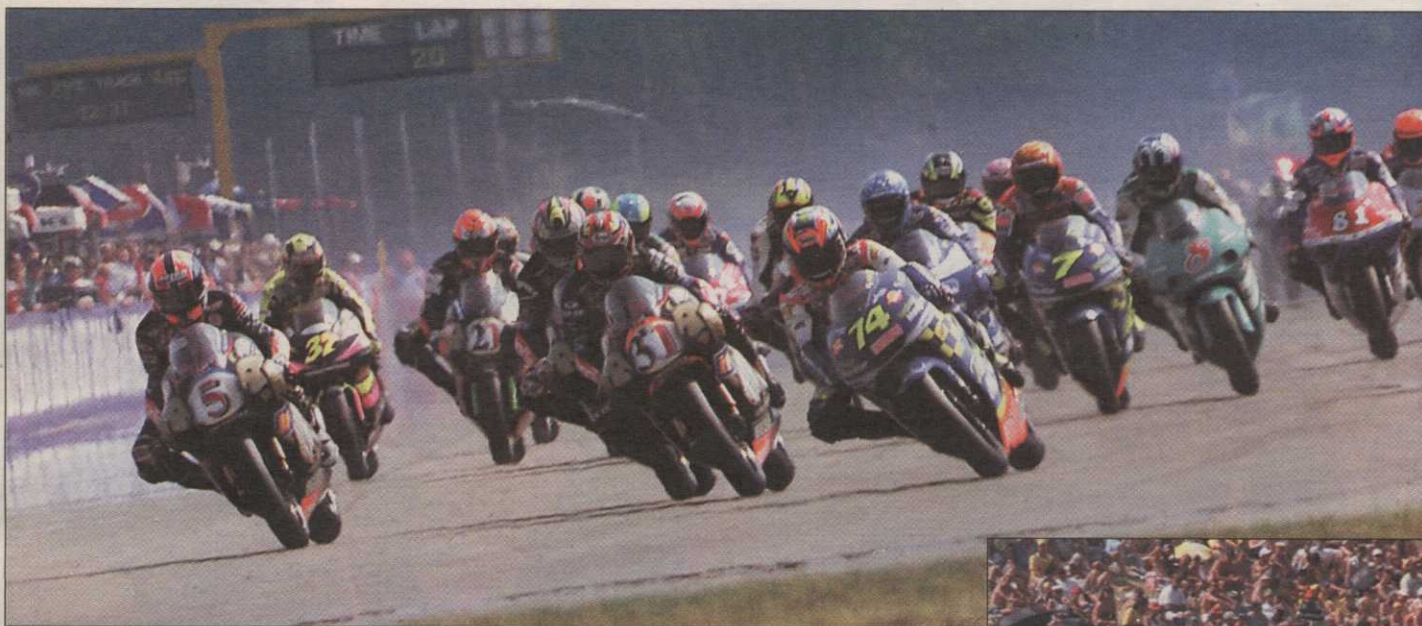
pair were running a withering pace, both well inside the track record, when Biaggi lost the front entering a downhill left-hander just after half distance. He quickly remounted to gain what might turn out to be a vital six points, and such was the pace that his race was still quicker than his winning ride in 2000!

All alone and out front, Rossi hit the cruise button to win his sixth victory in 10 races by almost four seconds. His only concern following his rival's exit was a wayward bee that flew inside his helmet but the youngster's luck held firm and the bee didn't sting him. Fellow Honda rider Leon Haslam wasn't so lucky, he had a bee fly inside his helmet during Brno qualifying and was partially blinded by the sting. Rossi, it seems can do no wrong at the moment.

With six races remaining, the 22-year-old Rossi leads the last-ever 500cc



Loris Capirossi (65) finished third at Brno. Here, Capirossi leads Kenny Roberts (7) and Garry McCoy. Photo by Sports Photography.



Start of the 250cc Grand Prix at Brno, Marco Melandri (5), Tetsuya Harada (31) and Daijiro Kato (74) leading the charge. Photo by Sports Photography.



Tetsuya Harada (31) left arch-rival Daijiro Kato (74) behind early in the 250cc Grand Prix at Brno. Harada won while Kato finished third. Photo by Sports Photography.

World Championship by 29 points, and barring disasters it's difficult to see Biaggi overcoming his fellow Italian.

"That race was very difficult because I knew Max wanted to go it alone out front and I risked a lot to stay close to him," said Rossi, whose race time was an astounding 30 seconds faster than the admittedly slow-ish 2000 Czech GP. "When I closed the gap Max was still pushing very hard, then he lost the front. A few laps later a bee flew inside my helmet, luckily I opened my visor and it flew away! We had a difficult time on Friday but the

team worked well, changing a lot of settings to give me more grip at maximum lean. There's still six races to go, so we need to stay concentrated because there's some bad tracks as well as some good tracks coming up."

Biaggi was sanguine after his first race crash of 2001. "At least I managed to get the bike going to score a few points," he said. "I was pushing so hard and there's always an element of risk when you're riding on the limit."

Rossi's win helped Honda to its first one-two-three since April's South African Grand Prix, the Italian followed over

the line by duelling NSR500 rivals Crivillé and Capirossi. It was a superb return to form for 1999 500cc World Champion Crivillé, who hit rock-bottom in Germany, missing the race after two huge crashes in practice. The Spaniard came back from the mid-season break in fighting form, charging through from seventh on lap one to defeat Capirossi in a frantic last-lap confrontation. It was Crivillé's best result since he won the 2000 French GP last May.

"After Germany I never imagined I'd be on the podium here, this result is like a win for me," Crivillé said. "I had a good rest during the break and that helped a lot. The team worked well here and I've now shown that I'm not too old to race up front!"

Crivillé rode a brilliant last lap, fending off a determined attack from Capirossi, who also announced himself happy with his own return to form after a run of not-so-great races. "We've worked hard to resolve our problems, working to improve my bike's front end," said the Italian. "When I've got good front-end feeling I find riding pretty easy. The race was hard. I got put off line early on and had to fight to regain position. I made a mistake on the last lap when I tried to pass Alex, I found first gear instead of second at one corner and that cost me vital time."

Both men had overpowered Norick Abe on the Antena 3 Yamaha during the final few laps after the Japanese had run in second place for eight laps following Biaggi's crash. Just 0.7-second covered the trio at the flag.

Crivillé's teammate Tohru Ukawa rode an inspired race after solving chatter problems that had put him 13th in practice. Just 11th on lap one, Ukawa charged through the pack, crossing the line 2.5 seconds behind Abe. "We had a



With leader Tetsuya Harada already gone, Marco Melandri (5) beat Daijiro Kato for second place in the Brno 250cc Grand Prix. Photo by Sports Photography.



lot of chatter problems in practice, except with one type of rear tire," Ukawa said. "We only had one of those tires for practice but had another available for the race, so obviously we used it. The tire made a big difference, getting rid of nearly all the chatter, so I was able to push much harder."

Ukawa had also got the better of a spirited encounter with McCoy, who found the pace ultra-hectic. "I got boxed in big time at the start," said the Aussie, riding his 100th Grand Prix. "There are so many riders in with a shout at the moment that nobody was giving an inch. I ran into Barros simply because I had nowhere else to go but I couldn't stop to apologize. By the end of the first lap I was down in 10th. I picked up a few places after that but then the rear tire went off real quick and I could do nothing when Capirossi and later Ukawa came past."

Fifth in qualifying, McCoy was understandably disappointed with sixth in the race but like everyone apart from winner Rossi he is simply a victim of this year's dramatically escalating 500cc pace. Last year McCoy finished a strong third at Brno, this year his race was 32 seconds faster but he still ended up three places further back.

Seventh went to Checa, well clear of Gibernau, who was Suzuki's sole finisher after Roberts withdrew from the race in controversial circumstances. Disgusted by the performance of his RGV500, Roberts pulled into the pits while in line for a sixth-place finish, parked his bike and left the track. "We can understand Kenny's frustration," said team manager Garry Taylor. "But the whole team is disappointed that he gave up while holding a

top-10 position."

Alex Barros on another West Honda Pons NSR500 and Biaggi's scarred YZR500 completed the top 10, Barros badly off form. "We had high hopes for this race but we couldn't get the bike to turn properly, and that was costing me time every lap," said Brazilian Barros, who left Brno still holding fourth overall, 20 points down on teammate Capirossi.

Roberts isn't the only 500cc rider who appears to have given up this year. Noriyuki Haga on the Red Bull Yamaha could only manage 11th at Brno, after qualifying a very poor 15th. Haga seems to have decided there's no point risking life and limb by learning to ride a 500 when he'll be switching to Yamaha's YZR-M1 four-stroke for the 2002 Grand Prix season.

#### Harada Wins 250cc Race In Runaway

Former 250cc World Champion Tetsuya Harada used his MS Aprilia to take a nine-point bite out of Daijiro Katoh's World Championship points lead at Brno, running away with the race while hard-riding team-mate Marco Melandri did his bit by beating Katoh back into third. Aprilia ruled at the super-quick circuit, taking five of the first six places.

Starting from pole position, alongside second-quickest Katoh, Harada took the lead on lap two and set about gradually pulling away to run his own race. Meanwhile Katoh on his Movistar Honda was forced into a defensive position, working hard to keep Melandri behind him, but couldn't resist the Italian's last-lap attack. Harada now trails Katoh by 35 points with six races remaining.

"I didn't expect to win like that, it

was an almost perfect race," said Harada after his second win of 2001. "Now I want to keep winning—I won't stop trying until the chance of the title is totally gone."

Katoh was unhappy after losing a last-lap battle with Melandri for the second race in succession. "I knew it'd be hard to match Harada's pace and then I realized it was going to be difficult to beat Melandri, too," said Katoh, winner of six of the year's first 10 races. "I did everything I could to beat him but finally he got ahead of me when it mattered. I'm not happy because I'm still not thinking about points, I want to win more races."

Privateer Fonsi Nieto on an Aprilia had a lonely ride to fourth, crossing the line ahead of fellow Aprilia privateer Robby Rolfo, who had charged through the pack after a sluggish start, passing Randy de Puniet on another Aprilia and Katoh's Honda teammate Emilio Alzamora in the final few laps.

#### Elias Wins In 125cc Again

Honda's newest GP star Toni Elias took the points lead in the 125cc World Championship Series in breathtaking fashion, snatching victory at the very last turn after a dazzling five-man brawl for victory.

The 18-year-old battled back and forth with Lucio Cecchinello on an Aprilia, Steve Jenkner on an Aprilia, Youichi Ui on a Derbi and Simone Sanna on an Aprilia, leading early on, before dropping back to fourth, then building a withering final-lap attack. Showing merciless aggression he sliced past Cecchinello, then Ui, before taking the lead from Sanna in the dash to the last-but-one corner. Sanna inched ahead again but lost con-

trol and was flipped off his Aprilia, leaving Elias out front. Cecchinello took second, Jenkner third and Ui fourth, a disgusted Sanna remounting to take 10th.

"I stayed with the leading group, that was the main thing, so I could have a go at passing the leaders on the last lap," said Elias. "It's important to lead the Championship but I'm still going to take it race by race, and if the title comes, it comes!"

Elias' second GP win moves him 22 points into the lead, after previous leader Manuel Poggiali crashed his Gilera out at half-distance. The young Italian had struggled throughout practice and was running 10th, just behind the leading pack, when he lost it. **RW**

#### RESULTS

**500cc FINAL (August 26)** 1. Valentino Rossi, Italy (Hon NSR500), 45:01.044, 98.446 mph; 2. Alex Criville, Spain (Hon NSR500), 45:04.418; 3. Loris Capirossi, Italy (Hon NSR500), 45:04.811; 4. Norick Abe, Japan (Yam YZR500), 45:05.101; 5. Tohru Ukawa, Japan (Hon NSR500), 45:07.618; 6. Garry McCoy, Australia (Yam YZR500), 45:08.388; 7. Carlos Checa, Spain (Yam YZR500), 45:11.733; 8. Sete Gibernau, Spain (Suz RGV500), 45:16.245; 9. Alex Barros, Brazil (Hon NSR500), 45:25.776; 10. Max Biaggi, Italy (Yam YZR500), 45:30.802; 11. Noriyuki Haga, Japan (Yam YZR500), 45:43.711; 12. Olivier Jacque, France (Yam YZR500), 45:44.107; 13. Jose Luis Cardoso, Spain (Yam YZR500), 45:57.476; 14. Haruchika Aoki, Japan (Hon NSR500V), 46:14.359; 15. Johan Stigefelt, Sweden (Sabre V4), 47:04.244; 16. Barry Veneman, Holland (Hon NSR500V), 47:08.109; 17. Kenny Roberts, USA (Suz RGV500), 15 laps, DNF, entered pits; 18. Anthony West, Australia (Hon NSR500V), 14 laps, DNF, entered pits; 19. Leon Haslam, Great Britain (Hon NSR500), 9 laps, DNF, crashed; 20. Jurgen van den Goorbergh, Holland (Proton KR), 8 laps, DNF, entered pits; 21. Brendan Clarke, Australia (Hon NSR500V), 5 laps, DNF, entered pits; 22. Shaun Geronimi, Australia (Paton), 5 laps, DNF, entered pits. Race Distance, 22 laps, 73.863 miles; Race Time, 45 minutes, 1.044 seconds; Race Average Speed, 98.446 mph; Victory Margin, 3.374 seconds; Fastest Lap, Rossi, 2:01.461, 99.511, Lap 7, new record.

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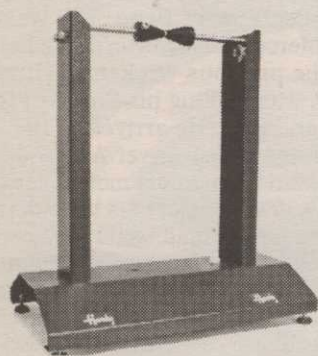


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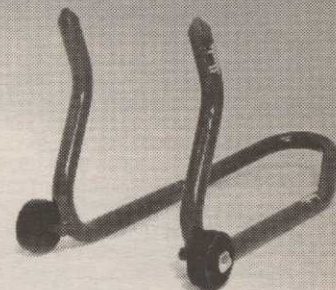
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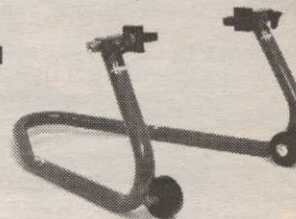
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**500cc QUALIFYING:** 1. Biaggi, 2:00.347; 100.432 mph; 2. Rossi, 2:00.503; 3. Capirossi, 2:00.675; 4. van den Goorbergh, 2:00.979; 5. McCoy, 2:01.092; 6. Roberts, 2:01.142; 7. Checa, 2:01.265; 8. Crivillé, 2:01.421; 9. Barros, 2:01.452; 10. Gibernau, 2:01.486; 11. Abe, 2:01.755; 12. Jacque, 2:01.764; 13. Ukawa, 2:02.109; 14. Cardoso, 2:02.802; 15. Haga, 2:02.823; 16. Shinya Nakano, Japan (Yam YZR500), 2:03.137; 17. Haslam, 2:03.410; 18. Aoki, 2:04.068; 19. West, 2:04.147; 20. Stigefelt, 2:06.105; 21. Clarke, 2:06.231; 22. Veneman, 2:06.426; 23. Geronimi, 2:07.824.

**500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 10 of 16 rounds, all 16 count):** 1. Rossi, 195 points; 2. Biaggi, 166 points; 3. Capirossi, 127 points; 4. Barros, 107

11 laps, DNF, crashed. Race Distance, 19 laps, 63.791 miles; Race Time, 41 minutes, 27.703 seconds; Race Average Speed, 92.313 mph; Victory Margin, 0.689-second; Fastest Lap, Hules, 2:09.648, 93.227 mph, Lap 8.

**125cc QUALIFYING:** 1. Elias, 2:09.062, 93.650 mph; 2. Ui, 2:09.174; 3. Cecchinello, 2:09.245; 4. Sanna, 2:09.314; 5. Smrz, 2:09.487; 6. Jenkner, 2:09.831; 7. Ueda, 2:09.877; 8. Talmacsi, 2:09.952; 9. Sabbatani, 2:09.971; 10. Hules, 2:10.006; 11. Poggiali, 2:10.107; 12. Azuma, 2:10.307; 13. Pedrosa, 2:10.405; 14. A. Nieto, 2:10.475; 15. Giansanti, 2:10.545; 16. Vincent, 2:10.626; 17. Rodriguez, 2:10.816; 18. Stefano Perugini, Italy (Italjet), 2:10.840; 19. P. Nieto, 2:11.078; 20. Brannetti, 2:11.323.

**125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 10 of 16 rounds, all 16 count):** 1. Elias, 142 points; 2. Poggiali, 120 points; 3. Cecchinello, 108 points; 4. Azuma, 101 points; 5. Ui, 99 points; 6. Borsoi, 93 points; 7. Jenkner, 85 points; 8. Sanna, 82 points; 9. Ueda, 81 points; 10. Vincent, 63 points.



Toni Elias (24) came from behind to win the 125cc Grand Prix at Brno. Youichi Ui (41) finished fourth and Jaroslav Hules (39) was seventh.

Photo by Sports Photography.

points; 5. TIE, Abe/Nakano, 100 points; 7. Crivillé, 91 points; 9. Gibernau, 68 points; 10. Ukawa, 64 points.

**250cc FINAL (August 26):** 1. Tetsuya Harada, Japan (Apr RSW250), 41:32.599, 96.981 mph; 2. Marco Melandri, Italy (Apr RSW250), 41:35.342; 3. Daijiro Kato, Japan (Hon NSR250), 41:35.396; 4. Fonsi Nieto, Spain (Apr RSW250), 42:03.914; 5. Roberto Rolfo, Italy (Apr RSV250), 42:05.168; 6. Randy DePuniet, France (Apr RSV250), 42:06.422; 7. Emilio Alzamora, Spain (Hon RS250), 42:07.770; 8. Sebastian Porto, Argentina (Yam TZ250), 42:07.985; 9. Naoki Matsudo, Japan (Yam TZ250), 42:08.262; 10. Alex Debon, Spain (Apr RSW250), 42:14.158; 11. Klaus Noehles, Germany (Apr RSW250), 42:18.902; 12. Roberto Locatelli, Italy (Apr RSW250), 42:19.212; 13. Sylvain Guintoli, France (Apr RSV250), 42:22.335; 14. Franco Battaini, Italy (Apr RSV250), 42:22.974; 15. Lorenzo Lanzani, Italy (Apr RSV250), 42:24.091; 16. Tara Sekiguchi, Japan (Yam TZ250), 42:29.152; 17. Luca Boscocuro, Italy (Apr RSV250), 42:29.204; 18. David Checa, Spain (Hon RS250), 42:34.936; 19. David De Gea, Spain (Yam TZ250), 42:49.994; 20. Riccardo Chiarello, Italy (Apr RSV250), 42:50.111; 26. Jason DiSalvo, USA (Hon RS250), 19 laps; 30. Jeremy McWilliams, Great Britain (Apr RSW250), 13 laps, DNF, crashed. Race Distance, 20 laps, 67.149 miles; Race Time, 41 minutes, 32.599 seconds; Race Average Speed, 96.981 mph; Victory Margin, 2.743 seconds; Fastest Lap, Melandri, 2:03.836, 97.603 mph, Lap 5, new record.

**250cc QUALIFYING:** 1. Harada, 2:02.953, 98.304 mph; 2. Kato, 2:03.724; 3. McWilliams, 2:04.119; 4. Melandri, 2:04.225; 5. Nieto, 2:04.258; 6. Alzamora, 2:04.531; 7. Debon, 2:04.623; 8. Porto, 2:04.625; 9. Locatelli, 2:04.747; 10. DePuniet, 2:04.785; 11. Rolfo, 2:04.827; 12. Battaini, 2:05.040; 13. Matsudo, 2:05.193; 14. Boscocuro, 2:05.320; 15. Sekiguchi, 2:05.569; 16. Checa, 2:05.698; 17. Alex Hofmann, Germany (Apr RSV250), 2:05.902; 18. Noehles, 2:06.012; 19. Guintoli, 2:06.225; 20. Jay Vincent, Great Britain (Yam TZ250), 2:06.304; 31. DiSalvo, 2:09.619.

**250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 10 of 16 rounds, all 16 count):** 1. Kato, 197 points; 2. Harada, 162 points; 3. Melandri, 149 points; 4. Rolfo, 115 points; 5. Nieto, 89 points; 6. Alzamora, 84 points; 7. Locatelli, 77 points; 8. McWilliams, 68 points; 9. Matsudo, 60 points; 10. TIE, Debon/Hofmann, 47 points.

**125cc FINAL (August 26):** 1. Toni Elias, Spain (Hon RS125), 41:27.703, 92.313 mph; 2. Lucio Cecchinello, Italy (Apr RS125R), 41:28.392; 3. Steve Jenkner, Germany (Apr RS125R), 41:28.789; 4. Youichi Ui, Japan (Derbi), 41:28.859; 5. Max Sabbatini, Italy (Apr RS125R), 41:31.371; 6. Jakub Smrz, Czech Republic (Hon RS125), 41:35.507; 7. Jaroslav Hules, Czech Republic (Hon RS125), 41:35.520; 8. Daniel Pedrosa, Spain (Hon RS125), 41:35.688; 9. Gabor Talmacsi, Hungary (Hon RS125), 41:36.231; 10. Simone Sanna, Italy (Apr RS125R), 41:41.578; 11. Noboru Ueda, Japan (TSR-Hon RS125), 41:48.193; 12. Alex De Angelis, Italy (Hon RS125), 41:53.685; 13. Masao Azuma, Japan (Hon RS125), 41:53.830; 14. Joan Olive, Spain (Hon RS125), 41:57.838; 15. Eric Bataille, And (Hon RS125), 41:58.296; 16. Mirko Giansanti, Italy (Hon RS125), 41:58.441; 17. Angel Rodriguez, Spain (Apr RS125R), 41:58.657; 18. Pablo Nieto, Spain (Derbi), 41:58.993; 19. Angel Nieto Jr., Spain (Hon RS125), 41:59.814; 20. Alessandro Brannetti, Italy (Apr RS125R), 42:12.934; 23. Gino Borsoi, Italy (Apr RS125R), 42:38.621; 32. Manuel Poggiali, Republic of San Marino (Gilera), 11 laps, DNF, crashed; 33. Arnaud Vincent, France (Hon RS125),



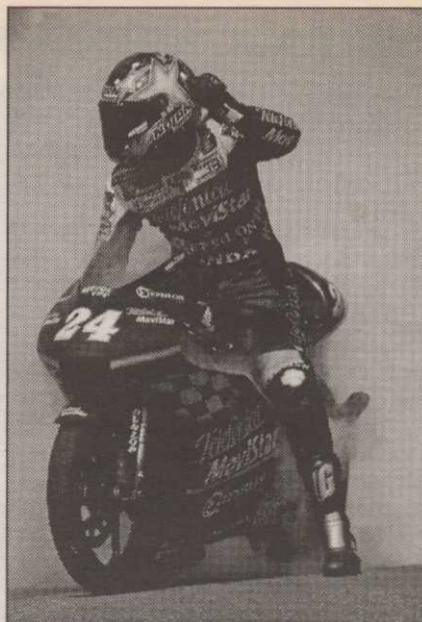
### Struggling Roberts Very Unhappy With RGV500

Embattled 500cc World Champion Kenny Roberts is in talks with the Shell Advance Honda team as he bids to find competitive machinery for the 2002 Grand Prix season.

The American is so unimpressed with the performance of his RGV500 that he pulled out of Sunday's Czech GP shortly after mid-distance while running sixth, mouthed a few expletives, then stormed out of the pits. It was a low point in Roberts' title defense which rates as the worst in the sport's history. In the first 10 races of 2001 he has yet to finish in the top five and currently lies 11th overall, 133 points adrift of World Championship points leader Valentino Rossi.

Neither Roberts nor the Shell team, owned by Australian Jeff Hardwick, would admit to their talks but it's been known for some time that he's keen to leave Suzuki, the team that he joined in 1999, winning first time out, then taking last year's World Championship ahead of Rossi. However, he's still under contract for 2002 and it's believed Suzuki won't let him go without a fight.

In reality Roberts is just the highest-profile casualty of this year's drastically faster pace. Several of this year's



Young Spaniard Toni Elias (24) celebrates his 125cc victory at Brno.  
Photo by Sports Photography.

500cc GPs have been 20 to 35 seconds faster than last year, an improvement attributed to Rossi's rise to maturity as a 500cc rider and the grid's switch to Michelin's longer-lasting 16.5-inch rear tire.

Suzuki's struggling 500cc GP team went backwards to go forwards at Brno, switching to an old engine and tire set-up. Roberts and team-mate Sete Gibernau ran 180-degree screamer engines at Brno, as well as choosing Michelin's 17-inch rear tire, instead of the currently more popular 16.5-inch. The switch seemed to work, Roberts being second-fastest in the first qualifying session and Gibernau topping morning warm-up, but both men changed back to the 16.5-inch tire for the race, Roberts withdrawing and Gibernau finishing eighth.

The move to the screamer motor, so-called for its more strident exhaust note, follows Honda's lead, albeit five years after Mick Doohan ditched his big-bang engine in favor of a screamer. Honda were the first with the big-bang engine in 1992 and all the rival factories were quick to copy the design. The big-bang bunches power pulses close together to give the rear tire a chance to regain grip between salvos and this type of engine ruled until 1997 when Doohan asked Honda engineers to produce a new version of the pre-big-bang, 180-degree engine. His belief that this engine would prove better than the big bang—thanks to advances in engineering and electronics—were proved right, improving tire life and giving easier handling. It's no coincidence that 1997 was his best-ever season. Both



World Champion Kenny Roberts was so frustrated with the RGV500 Suzuki at Brno that he pulled in while running sixth and left the track. Photo by Sports Photography.

Yamaha and Suzuki subsequently tested screamer motors but neither factory decided to race with them. Until now.

"This engine pays dividends after 12 laps or so because it doesn't punish the rear tire so severely," said Suzuki engineer Warren Willing during practice. "And because it's easier on tires, we can use the 17-inch instead of the 16.5, which has better endurance but worse steering and handling characteristics."

Suzuki last raced a 180-degree engine in early 1992, though the current screamer is a newer design, tested in 1999 but unused until tests at Mugello the week before Brno.

### Yamaha Makes Progress With YZR-M1

The great four-stroke GP mystery continues. Rumors abounded at Brno that Yamaha's YZR-M1 four-stroke Grand Prix bike, currently under development for next year when big-bore four-strokes join the 500s, shattered the track's race record during recent private tests.

Marlboro Yamaha men Max Biaggi and Carlos Checa both tested the bike at Brno at the end of July, and four-stroke fan Checa is reported to have been over 10 seconds faster than Valentino Rossi's race-winning speed in Sunday's Czech 500cc Grand Prix. But no one from Yamaha would confirm the rumor, possibly for fear of encouraging Honda engineers to throw even greater resources at their RCV V-5 four-stroke Grand Prix bike, recently tested in Japan by Valentino Rossi.

If the M1's pace isn't being over-estimated, it could force Biaggi to change his mind about 2002. The Italian has recently said that he wants to stick with his nimble YZR500 two-stroke in 2002, but if the M1 really is that fast, he'll surely have to make the switch to the heavier four-stroke. And then the question is, can Biaggi translate his artful style to a bigger, heavier bike?

Biaggi's fellow Yamaha 500cc riders Noriyuki Haga and Shinya Nakano have also tested the M1, during secret tests at Catalunya. No lap times were released but it's believed both men rode the bike with Dunlop tires, rather than the Michelins used in all previous tests. Dunlop officials, however, refused to confirm or deny the rumor. "It's no secret that we want to be in GP1 in 2002, and to do that it's obviously useful to have a team and some bikes," said Dunlop race chief Jeremy Ferguson. "But as for the tests, it's a definite no comment."

### Coulthard Takes A Look At Brno

F1 car driver David Coulthard was the star spectator at Brno. The West McLaren Mercedes star, who'd finished third in the previous weekend's Hungarian GP, was making his first visit to a bike Grand Prix. He arrived at Brno along with team test driver Alexander Wurz and Mario Ilien from Ilmor engines.

"I have great respect for the riders who are completely mad!" said the Scot, who started his motoring career riding motocross bikes. "I've never been to a bike race before and I was well surprised by the speed of 500s. Watching television doesn't show just how fast they are going. The fact that you can see so much of the riders and they appear so unprotected makes you appreciate the speed and what they do. I like all the passing you get in bikes; the bikes have much longer braking zones than the cars which produces so much more overtaking."

### Katja's Got A New Ride

Girl Grand Prix racer Katja Poensgen, sacked by the Racing Factory 250cc team, will return to action at the Portuguese GP, riding for the Shell Advance





Formula One car driver David Coulthard (left) talks with Alex Barros in a pit garage at Brno. Photo by Sports Photography.

Spanish journalists went at it in the Brno media center. The pair, disagreeing over something published in one of the Spanish papers, exchanged blows during the first day of practice. One of the pair spent the rest of the day shadowed by the paddock's chief of security.

#### Sauber Reveals Plans

GP racing's newest engine manufacturer Sauber will demonstrate a rolling test version of its three-cylinder GP1 motor during October's Malaysian GP.

The engine, first revealed at April's Suzuka GP, is now producing an "easily achieved" 200 horsepower at 16,000 rpm and is slightly more compact than the original design. The British frame builder Harris is constructing a test-bed

chassis, though Sauber has yet to find a rider or team to get involved with.

#### Nakano's Woes

Impressive 500cc rookie Shinya Nakano's progress was halted by a nasty highside at Brno. The Gauloises Yamaha man, who scored his first 500cc podium at July's German GP, fell heavily on Friday morning, breaking a bone in his right hand and though he rode again on Saturday, he was forced out of the event.

"I had injections to block out the pain during qualifying but after just two or three laps I was really suffering," said Nakano, who had been looking forward to Brno after winning the 250cc Grand Prix there last year.

Nakano's teammate Olivier Jacque was the lucky one—he jumped off twice during Saturday qualifying but was still able to ride to 12th place, despite his YZR500 only running on three cylinders.

#### Haslam Attacked By Insect

Teenage 500cc rider Leon Haslam had a nasty scare during Friday qualifying when he was stung by a bee.

"It hit me in the neck and I thought that would've killed it, but then I noticed it crawling up inside my helmet and it stung me on the lip," said a somewhat puffed-up Haslam, who's replaced sacked Shell Advance rider Chris Walker. "I was going to carry on riding, then I noticed my face going numb and one of my eyes going blind."

Haslam compounded his misery by highsiding his NSR5000 during final qualifying, and then crashing out of the race, aggravating the arm injury he sustained at the German GP.

#### Pulse Has No Pulse

The Pulse 500cc team didn't turn up at Brno, having run out of cash. The squad, run by New Zealander Dave Stewart, had struggled all season, slimming down to one man at the previous German GP by unloading Aussie rider Mark Willis. But efforts to raise further sponsorship during the mid-season break came to nothing and the squad has been forced to quit GPs for now, releasing Briton Jay Vincent from his contract. Vincent only found out the news on his way to Brno, and was lucky to get a 250cc ride with the Irish Yamaha team QUB Optimum. **RW**



Katja Poensgen poses with her new Shell Advance teammates, Leon Haslam (left) and Brendan Clarke. Photo by Sports Photography.

#### Fighting Breaks Out Again

The Grand Prix paddock has become a dangerous place to be this year. Two months after the post-Catalunya GP punch-up between Italian 500cc rivals Valentino Rossi and Max Biaggi, two

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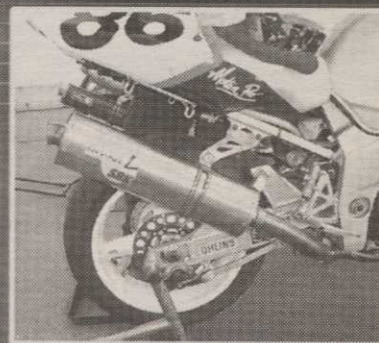
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# Rossi Wins, Biaggi Crashes At Estoril

By Mat Oxley

All good things come to an end, they say, and what was shaping up to be one of the best 500cc

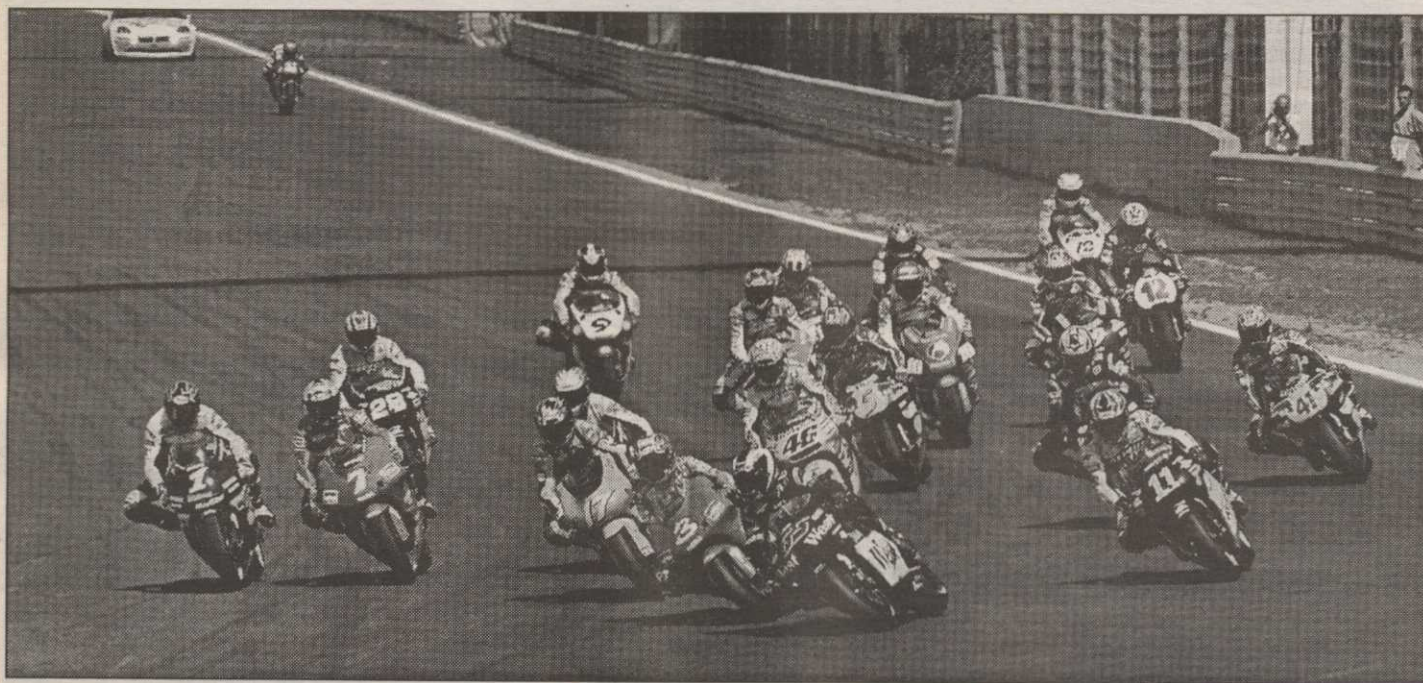
noon at Estoril.

In withering 35-degree C (95-degree F) heat Biaggi dislodged provisional pole-sitter Rossi and his Nastro Azzurro Honda in the closing stages of the session, then upped his pace still further in the final few minutes to fight off a challenge from West Honda Pons' Capirossi. Biaggi's quickest lap was almost seven-tenths faster than last year's Estoril pole time, and the first 17 riders were all under the lap record. Biaggi, who had been third-fastest on Friday, attributed his speed to a late night, working on the set-up of his YZR500. "We started off with a few problems yesterday, the bike wasn't steering so well, and turning is so important here," Biaggi said. "We were up late last night working on solutions and the bike is much better now, though I'm still lacking a little speed and acceleration."

The Saturday qualifying session was a real thriller, with positions changing every few seconds in the final minutes, Capirossi bettering Biaggi with 11 minutes to go before Biaggi fought back once more to end the session



With title rival Max Biaggi far behind after crashing, Valentino Rossi (46) raced Loris Capirossi (65) for the 500cc win at Estoril. Photo by Sports Photography.



The start of the 500cc Grand Prix at Estoril, Loris Capirossi (65) and Max Biaggi (1) leading Kenny Roberts (1), Carlos Checa (7), Jurgen van den Goorbergh (17), Valentino Rossi (46), Alex Crivillé and the field. Photo by Sports Photography.

duels in history came to its end at Estoril, round 11 of this year's 16-race World Championship Series. Two weeks after he'd tumbled out of the lead of the Czech GP, Max Biaggi's title bid crashed to earth on lap 22 of the Portuguese Grand Prix, while he was hanging on to third place, some way behind the Hondas of Valentino Rossi and Loris Capirossi. Once again Biaggi lost the front end of his Marlboro Yamaha, and although he once again climbed back on board, he ended the race fifth, a mammoth 43 points down on Rossi, who took his seventh victory of the year at GP racing's tightest, most tortuous track.

True, Biaggi could still win the title, but his hopes are now of the desperate outsider. Brno and Estoril had seen a total change of fortune for the YZR500 rider. Biaggi was 46 points down on Rossi after the first three races of the year, but he'd trimmed that gap to just 10 points following his German GP victory in July. And although the gap grew to 29 points after Biaggi's fall at Brno, there still seemed to be some hope within the Yamaha camp, especially after Biaggi had claimed his fourth successive pole position on Saturday after-

0.182-second ahead of Capirossi and 0.248-second in front of Rossi. Class rookie Tohru Ukawa on the Repsol YPF Honda scored his first 500cc front row to complete row one, 0.455-second off pole. Just 0.961-second covered the quickest 12 riders, from Biaggi to Alex Crivillé on another Repsol YPF Honda.

Capirossi sliced 0.688-second off his Friday best to battle for pole, but like his Italian rivals, he knew the race would be gruelling, to say the least. "We've improved our chassis settings for this difficult track, so I feel more at ease on the bike," said Capirossi.

Rossi, who had led the way by over half-a-second in the opening Friday qualifier, explained that his crew had tried some new settings in the final session, which lost them time. "It's usual to experiment with settings but these didn't work out how we'd expected," Rossi said. "The important thing is to be on the front row and to have a good race set-up because this track is tough, especially in such hot weather."

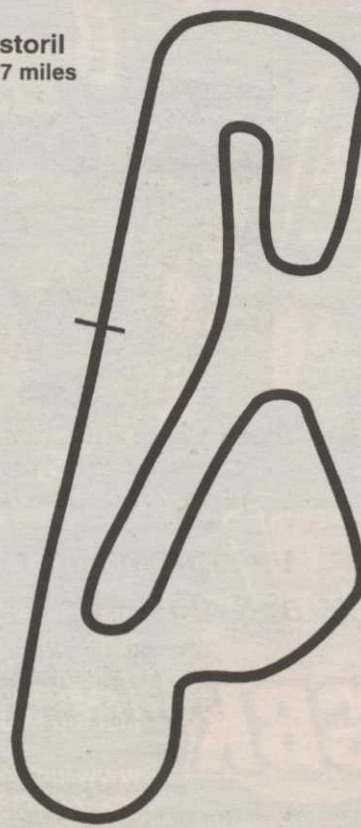
Possibly most delighted of all was Ukawa, scoring his first front row at his 11th 500cc Grand Prix. "We've improved the balance of the bike, which

gives me more feel going into the turns and that's what we'd been looking for," said the Japanese rider. "Also, the new construction 16.5 rear we've been using since Brno has got rid of pretty much all the chatter we used to have."

Jurgen van den Goorbergh used his fast-improving Proton Triple's nimble handling characteristics to full effect at Estoril, going fifth-fastest, a tantalizing 0.01-second off the front row. The Dutchman had good reason to be pleased with that, especially since he'd suffered a big crash the day before, his first of the season, and was also stricken by a stomach bug. "Our new big-bang motor is running well but it's not perfect yet," van den Goorbergh said. "We still need to improve the throttle connection when you first open the throttle."

West Honda Pons' Alex Barros, Movistar Suzuki's Sete Gibernau and Marlboro Yamaha's Carlos Checa completed row two, with last year's Esto-

Estoril  
2.7 miles





ril winner and pole-sitter Garry McCoy on the Red Bull Yamaha WCM YZR500 leading row three in ninth, 0.818-second off pole. Now fully back from injury, the little Aussie was still finding it tough to raise himself to the new and super-fast pace of 2001.

Meanwhile, Antena 3 Yamaha's Norick Abe dropped way down the order to 10th-fastest after a massive get-off on Friday, but still ended the day one place ahead of struggling World Champion Kenny Roberts on a Movistar Suzuki.

This was the first time that Gibernau had out-qualified his teammate, the Spaniard continuing with the 180-degree 'screamer' engine the team had redeployed at Brno, while Roberts reverted to the better-known big-bang engine. "Things were looking really good this morning when I was third," said Gibernau. "But the motor lost some power and throttle response in the heat. It was not a big loss but enough to make a difference, especially when the times are so, so close. Also, on a fluid track it wouldn't be such a problems, but it's very stop-and-go here, so I'm suffering."

Roberts was glum yet philosophical. "I'm on the limit," he said. "But at the wrong lap time. I'm just not comfortable with the bike. I had the thought that this might be the one track where the Suzuki might work well because we went okay here in pre-season tests with the 2000 bike. But now I'm feeling the problems I've had with the 2001 bike."

Out with the old guard, in with the



After he crashed and picked up his bike, Max Biaggi (3) raced Noriyuki Haga (41) for fifth; Haga crashed and Biaggi got the position. Photo by Sports Photography.

new. Sunday dawned a tad cooler than Saturday, but a nearby forest fire clouding the cool Atlantic air couldn't stop World Champion-elect Rossi from continuing his winning romp. The series leader won in convincing style, keeping a determined Capirossi behind him in the tense final laps to become first European in 29 years to win seven 500cc GPs in a season. Lucky McCoy inherited a lonely third place from crasher Biaggi for his first podium in five months.

The race, run in 30-degree C (86-degree F) heat, broke all records. Although this year's trend has been for dramatically faster race times, Estoril saw the biggest jump of the season so far. Rossi's race was an incredible 42 seconds quicker than last year's albeit windswept Portuguese GP, and the lap record went by over 1.5 seconds.

The 11th encounter of this year's 500cc series started in chaotic fashion, with the track's ultra-tight first turn claiming four riders. Ukawa was the first to go, tumbling moments after starting from the front row for the first time. Abe was the next victim, claiming he'd been torpedoed by Ukawa. His bike then took out Barros and slammed into Gibernau, finally bursting into flames.

Barros and Abe were out of the race, Gibernau managed to stay on board but had to retire his damaged RGV500 a few laps later, while Ukawa gamely remounted, only to fall again

continued on page 26

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when he arrived at the next corner with no brakes. "Fortunately I'm not hurt but that doesn't mean I'm not bitterly disappointed," Ukawa said.

While all this was going off, Biaggi was ahead of the chaos and led the first two laps with Capirossi and Rossi hot on his heels. But one lap later Rossi took the lead and stayed there, though Capirossi did manage to squeeze alongside a couple of times. The two NSR500 riders slowly edged away from their compatriot, who had settled for a safe third when he slid off with seven laps to go. Biaggi hurriedly remounted to



Valentino Rossi, on the podium at Estoril. Photo by Sports Photography.

rejoin the race in sixth, immediately engaging in a spirited battle for fifth with Noriyuki Haga, who crashed his Red Bull Yamaha out with three laps to go. Rossi crossed the finish line 1.756 seconds ahead of Capirossi. "This was an important race for the Championship, though mainly because Biaggi crashed," said youngster Rossi, now well on his way to becoming the second man to wear the 125cc, 250cc and 500cc triple crown, following the feat of Briton Phil Read who won all three titles in the 1960s and 1970s.

Rossi also paid tribute to Capirossi's efforts, saying "Loris rode very hard today, he stayed with me all the race. My race went to plan, the bike and tires worked well and I was lucky to avoid the first-turn crash."

Capirossi said he had no answer to Rossi's speed. "I tried everything but could do nothing," he said.

McCoy was delighted to be back on the podium for the first time since the Japanese GP. "I hope this is something of a recovery," said the sideways hero who missed five races after breaking a wrist at May's French GP. "Three races back from injury, I'm finally starting to find my rhythm again. Early on I got a little held up with Kenny (Roberts) and Jurgen (van den Goorbergh), which is a pity 'cause if it hadn't been for that I could've stayed with Loris and Valentino."

McCoy's chief engineer Hamish Jamieson added, "The races are so quick at the moment that it's a relief just to be some way back on the pace again.

It's so competitive out there that when you arrive at a track you know that it isn't enough just to settle for last year's set-up—you have to be looking for a major improvement."

Checa was next up in fourth, 10 seconds back from McCoy and seven seconds in front of his teammate Biaggi.

"The crash was another strange one," said Biaggi. "I wasn't doing anything different from any other lap, I'd even contented myself with third because that's all the bike could do here."

Roberts was once again well off the ultra-quick front-running pace, riding to his third sixth-place finish of 2001 after a long battle with van den Goorbergh. Another miserable result for the Champ, and yet it equalled his best of the year. Once again he was faster than he'd been at Estoril the previous year—his race time would've won the 2000 Portuguese GP by 10 seconds—but not nearly quick enough to stay with Rossi & Co. "We made a change to the engine management that took away a little performance but that allowed me to be consistent and keep pushing to the end," said Roberts, who had been running sixth at Brno when he pulled in, creating a storm of controversy. "It was an improvement but not what I needed to win. To do that, we need to make the bike harder to ride, and that punishes the tires. I put in the same effort to come sixth as I would to come first. When our results do get better, it will be because we've got the bike better, not because we're trying harder. We need to improve by a 10th-of-a-second every corner."

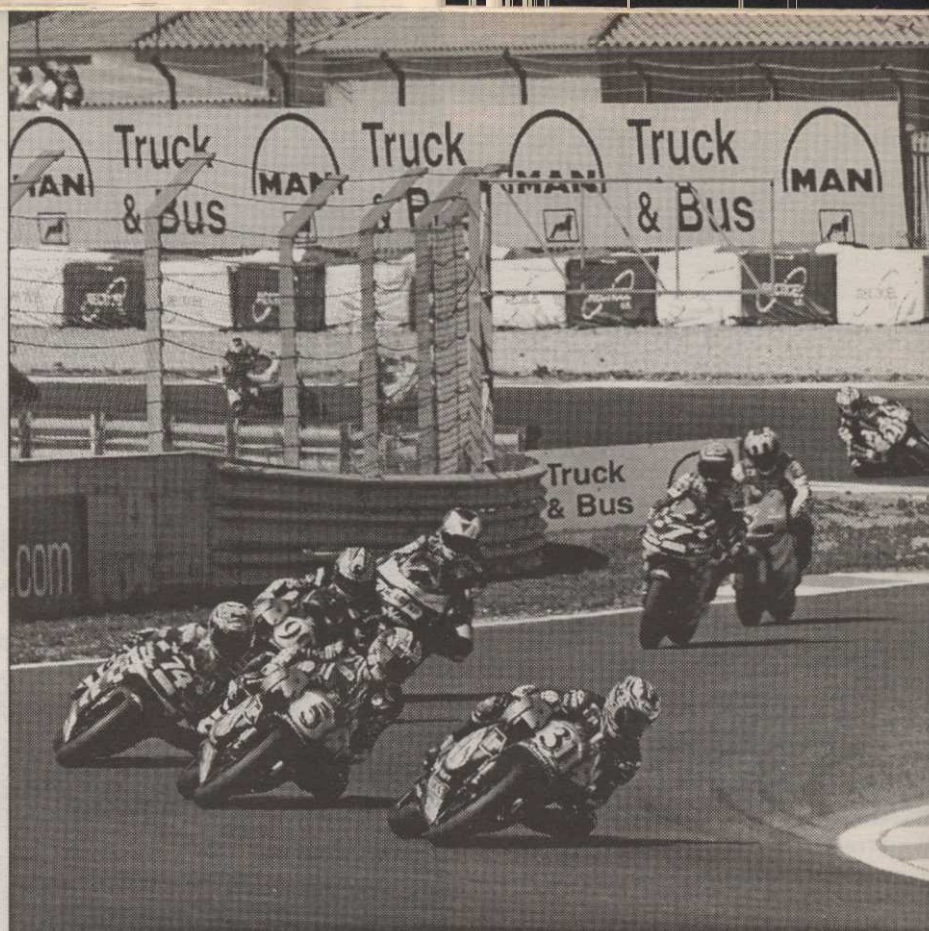
Gauloises Yamaha teammates Olivier Jacque and Shinya Nakano were eighth and ninth, Nakano still nursing the hand he'd broken at Brno. The high attrition rate at this awkward track helped several lower-order riders to their best results of the year. Abe's teammate, Jose Luis Cardoso, was 10th, while Aussie Anthony West was 12th on his Dee Cee Jeans Honda V-Twin, two places ahead of Brisbane teenager Brendan Clarke on his similar Shell Advance NSR500V. Swede Johan Stigefelt was in between for a best-ever 13th on his ageing ROC Yamaha, now christened the Sabre

#### Katoh Runs Away In 250s

If Valentino Rossi was dominant in the 500s, Movistar Honda's Daijiro Katoh ran away in the 250cc race, inflicting a crucial and crushing defeat on title-rival Tetsuya Harada, who'd used his MS Aprilia to trim Katoh's advantage at the previous GP and then



Tetsuya Harada leading Marco Melandri and Daijiro Katoh early in the Portuguese 250cc Grand Prix. Photo by Sports Photography.



The first lap of the 250cc Grand Prix at Estoril, Tetsuya Harada (31) leading Marco Melandri (5), Daijiro Katoh, Jeremy McWilliams (99), Emilio Alzamora (7), Naoki Matsudo (8), Franco Battaini (21) and the rest. Photo by Sports Photography.

claimed pole at Estoril.

Starting from second on the grid, Katoh followed Harada and Aprilia's Marco Melandri for the first few laps before going ahead and quickly pulling away from his pursuers. Katoh crossed the line 17 seconds ahead of Melandri, Harada almost 30 seconds down. "I pushed as hard as possible, I never once thought about the points," said Katoh, who also won at Estoril last year. "The Aprilias seemed faster in the early laps so I knew I'd have to ride hard, so that's what I did. This win has a special taste because I've not won since Donington in July. I got beaten in Germany, Czech and at the 8-Hours, so I absolutely wanted to win this one."

Melandri and Harada found their Aprilias too much of a handful on the Estoril bumps and both had to ease off and let Katoh go. "The choice for me," said teenager Melandri, "was to finish second or crash." Impressive Aprilia privateer Robby Rolfo won a hectic battle for fourth, only making sure of the position when rival Fonsi Nieto on another Aprilia had a huge moment two laps from the flag. Accelerating out of the dead-stop chicane, Nieto was

high-sided out of the saddle, still holding on to the handlebars, but with both feet landing on the tarmac to the right of his bike.

The only way the Spaniard could remount was by stopping and climbing back on board, and that dropped him to seventh, behind Jeremy McWilliams on an Aprilia and Naoki Matsudo on a Yamaha.

#### Poggiali Wins 125cc Race On Gilera

Italian teenager Manuel Poggiali (Gilera) put himself right back in the hunt for the 125cc World Championship with a canny win on the Gilera at Estoril, just 0.01-second ahead of Derbi's Youichi Ui. The youngster had seriously dented his title chances by crashing at Brno two weeks earlier, losing the points lead to fellow 18-year-old Toni Elias. Movistar Honda's Elias rode another dizzying race, making up for his bike's power deficit with some breathtakingly aggressive riding to snatch third from Simon Sanna's faster Aprilia. Poggiali and Ui played a real game of cat-and-mouse out front, neither wanting to lead because the Estoril finish line is a long, long ride from the last corner, and they both knew that whomever led out of the final turn would be out-drafted to the finish. And that's exactly what happened.

"I was faster than Ui out of the last turn, so I knew I'd be able to pass him before the finish," said Poggiali, who kept refusing to lead every time Ui slowed. "This is an important win for me."

Ui looked miserable after his last-gasp defeat but the result did at least keep him in touch with the series leaders.

Now Elias goes into the last five races with a 13-point lead over Poggiali. "We had a bit of a problem here, the heat was hurting our power output," explained Elias, Spain's newest GP star. "I started well and I was riding at my maximum to stay with Poggiali and Ui but their bikes were too fast today and they escaped out front."

RW



## RESULTS

**500cc FINAL (September 9)** 1. Valentino Rossi, Italy (Hon NSR500), 47:25.357, 92.062 mph; 2. Loris Capirossi, Italy (Hon NSR500), 47:27.113; 3. Garry McCoy, Australia (Yam YZR500), 47:39.387; 4. Carlos Checa, Spain (Yam YZR500), 47:49.694; 5. Max Biaggi, Italy (Yam YZR500), 47:56.705; 6. Kenny Roberts, USA (Suz RGV500), 47:57.282; 7. Jurgen van den Goorbergh, Holland (Proton KR), 48:02.497; 8. Olivier Jacque, France (Yam YZR500), 48:06.400; 9. Shinya Nakano, Japan (Yam YZR500), 48:15.630; 10. Jose Luis Cardoso, Spain (Yam YZR500), 48:23.584; 11. Haruchika Aoki, Japan (Hon NSR500V), 48:52.496; 12. Anthony West, Australia (Hon NSR500V), 48:52.816; 13. Johan Stigefelt, Sweden (Sabre V4), 27 laps; 14. Brendan Clarke, Australia (Hon NSR500V), 27 laps; 15. Barry Veneman, Holland (Hon NSR500V), 27 laps; 16. Noriyuki Haga, Japan (Yam YZR500), 25 laps, DNF, crashed; 17. Leon Haslam, Great Britain (Hon NSR500), 18 laps, DNF, crashed; 18. Alex Crivillé, Spain (Hon NSR500), 12 laps, DNF, entered pits; 19. Sete Gibernau, Spain (Suz RGV500), 2 laps, DNF, entered pits; 20. Tohru

Ukawa, Japan (Hon NSR500), 0 laps, DNF, crashed; 21. Alex Barros, Brazil (Hon NSR500), 0 laps, DNF, crashed; 22. Norick Abe, Japan (Yam YZR500), 0 laps, DNF, crashed. Race Distance, 28 laps, 72.741 miles; Race Time, 47 minutes, 25.357 seconds; Race Average Speed, 92.062 mph; Victory Margin, 1.756 seconds; Fastest Lap, Capirossi, 1:40.683, 92.918 mph, Lap 4, new record

**500cc QUALIFYING:** 1. Biaggi, 1:40.076, 93.482 mph; 2. Capirossi, 1:40.258; 3. Rossi, 1:40.324; 4. Ukawa, 1:40.531; 5. van den Goorbergh, 1:40.540; 6. Barros, 1:40.670; 7. Gibernau, 1:40.713; 8. Checa, 1:40.752; 9. McCoy, 1:40.894; 10. Abe, 1:40.901; 11. Roberts, 1:40.969; 12. Crivillé, 1:41.037; 13. Haga, 1:41.139; 14. Nakano, 1:41.520; 15. Jacque, 1:41.586; 16. Cardoso, 1:41.887; 17. Aoki, 1:42.130; 18. West, 1:43.173; 19. Haslam, 1:43.645; 20. Stigefelt, 1:43.715.

**500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 11 of 16 rounds, all 16 count):** 1. Rossi, 220 points; 2. Biaggi, 177 points; 3. Capirossi, 147 points; 4. TIE, Barros/Nakano, 107 points; 6. Abe, 100 points; 7. Crivillé, 91 points; 9. Roberts, 72 points; 10. Gibernau, 68 points.



Youichi Ui (41) battled Manuel Poggiali (54) and Toni Elias (24) in the 125cc race at Estoril, Poggiali winning with a pass in the run to the finish line. Photo by Sports Photography.



Italian teen Manuel Poggiali (54) celebrates his 125cc victory at Estoril. Photo by Sports Photography.

**250cc FINAL (September 9):** 1. Daijiro Katoh, Japan (Hon NSR250), 44:38.464, 90.812 mph; 2. Marco Melandri, Italy (Apr RSW250), 44:55.457; 3. Tetsuya Harada, Japan (Apr RSW250), 45:05.824; 4. Roberto Rolfo, Italy (Apr RSV250), 45:12.671; 5. Jeremy McWilliams, Great Britain (Apr RSW250), 45:15.380; 6. Naoki Matsudo, Japan (Yam TZ250), 45:15.565; 7. Fonsi Nieto, Spain (Apr RSW250), 45:22.905; 8. David Checa, Spain (Hon RS250), 45:23.868; 9. Franco Battaini, Italy (Apr RSV250), 45:27.666; 10. Shahrol Yuzy, Malaysia (Yam TZ250), 45:29.536; 11. Klaus Noehles, Germany (Apr RSW250), 45:34.240; 12. Alex Debon, Spain (Apr RSW250), 45:38.127; 13. David De Gea, Spain (Yam TZ250), 45:57.884; 14. Jay Vincent, Great Britain (Yam TZ250), 45:58.299; 15. Jeronimo Vidal, Spain (Apr RSV250), 45:58.899; 16. David Tomas, Spain (Hon RS250), 45:59.259; 17. Randy DePuniet, France (Apr RSV250),

46:02.240; 18. Luca Boscuro, Italy (Apr RSV250), 46:05.818; 19. Luis Costa, Spain (Yam TZ250), 25 laps; 20. Katja Poensgen, Germany (Apr RSV250), 25 laps; 28. Emilio Alzamora, Spain (Hon RS250), 5 laps, DNF, crashed; 29. Roberto Locatelli, Italy (Apr RSV250), retired. Race Distance, 26 laps, 67.566 miles; Race Time, 44 minutes, 38.464 seconds; Race Average Speed, 90.812 mph; Victory Margin, 16.993 seconds; Fastest Lap, Katoh, 1:42.285, 91.463 mph, Lap 17, new record.

**250cc QUALIFYING:** 1. Harada, 1:41.993, 91.725 mph; 2. Katoh, 1:42.205; 3. McWilliams, 1:42.451; 4. Nieto, 1:42.588; 5. Melandri, 1:42.706; 6. Alzamora, 1:42.775; 7. Matsudo, 1:42.836; 8. Checa, 1:42.997; 9. Locatelli, 1:43.019; 10. Debon, 1:43.273; 11. Rolfo, 1:43.298; 12. DePuniet, 1:43.495; 13. Lorenzo Lanzl, Italy (Apr RSV250), 1:43.544; 14. Taro Sekiguchi, Japan (Yam TZ250), 1:43.751; 15. Alex Hofmann, Germany (Apr RSV250), 1:43.949; 16. De Gea, 1:43.981; 17. Battaini, 1:43.984; 18. Noehles, 1:44.013; 19. Yuzy, 1:44.018; 20. Sylvain Guintoll, France (Apr RSV250), 1:44.025; 29. Poensgen, 1:47.808.

**250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 11 of 16 rounds, all 16 count):** 1. Katoh, 222 points; 2. Harada, 178 points; 3. Melandri, 169 points; 4. Rolfo, 128 points; 5. Nieto, 98 points; 6. Alzamora, 84 points; 7. McWilliams, 79 points; 8. Locatelli, 77 points; 9. Matsudo, 70 points; 10. Debon, 51 points.

**125cc FINAL (September 9):** 1. Manuel Poggiali, Republic of San Marino (Gilera), 42:55.454, 87.179 mph; 2. Youichi Ui, Japan (Derbi), 42:55.465; 3. Toni Elias, Spain (Hon RS125), 43:03.760; 4. Simone Sanna, Italy (Apr RS125R), 43:03.927; 5. Daniel Pedrosa, Spain (Hon RS125), 43:21.684; 6. Jakub Smrz, Czech Republic (Hon RS125), 43:25.893; 7. Jaroslav Hules, Czech Republic (Hon RS125), 43:25.967; 8. Mirko Giansanti, Italy (Hon RS125), 43:26.954; 9. Max Sabbatini, Italy (Apr RS125R), 43:29.436; 10. Arnaud Vincent, France (Hon RS125), 43:31.007; 11. Alessandro Brannetti, Italy (Apr RS125R), 43:32.274; 12. Gabor Talmacsi, Hungary (Hon RS125), 43:32.798; 13. Gaspare Caffiero, Italy (Apr RS125R), 43:45.592; 14. Raul Jara, Spain (Apr RS125R), 43:52.756; 15. Gino Borsoi, Italy (Apr RS125R), 43:52.863; 16. Lucio Cecchinello, Italy (Apr RS125R), 44:05.489; 17. Adrian Araujo, Spain (Hon RS125), 44:08.343; 18. Gianluigi Scalvini, Italy (Italjet), 44:20.343; 19. Jascha Buch, Germany (Hon RS125), 44:35.582; 20. Jose Leite, Portugal (Hon RS125), 23 laps; 26. Noboru Ueda, Japan (TSR-Hon RS125), 8 laps, DNF, crashed; 27. Steve Jenkner, Germany (Apr RS125R), 5 laps, DNF, retired; 28. Angel Rodriguez, Spain (Apr

.....  
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## Estoril GP Results

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RS125R), 5 laps, DNF, crashed; 29. Masao Azuma, Japan (Hon RS125), 4 laps, DNF, entered pits; 30. Alex De Angelis, Italy (Hon RS125), 2 laps, DNF, crashed. Race Distance, 24 laps, 62.369 miles; Race Time, 42 minutes, 55.454 seconds; Race Average Speed, 87.179 mph; Victory Margin, 0.011-second; Fastest Lap, Ui, 1:46.329, 87.984 mph, Lap 19, new record.

**125cc QUALIFYING:** 1. Poggiali, 1:45.923, 88.321 mph; 2. Ui, 1:46.045; 3. Sanna, 1:46.439; 4. Cecchinello, 1:46.651; 5. Elias, 1:46.676; 6. Rodriguez, 1:47.095; 7. Smrz, 1:47.153; 8. Pedrosa, 1:47.246; 9. De Angelis, 1:47.293; 10. Hules, 1:47.301; 11. Sabbatani, 1:47.315; 12. Jenkner, 1:47.360; 13. Joan Olive, Spain (Hon RS125), 1:47.467; 14. Vincent, 1:47.660; 15. Caffiero, 1:47.704; 16. Talmaci, 1:47.715; 17. Giansanti, 1:47.743; 18. Brannetti, 1:47.752; 19. Eric Bataille, And (Hon RS125), 1:47.796; 20. Pablo Nieto, Spain (Derbi), 1:47.823.

**125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 11 of 16 rounds, all 16 count):** 1. Elias, 158 points; 2. Poggiali, 145 points; 3. Ui, 119 points; 4. Cecchinello, 108 points; 5. Azuma, 101 points; 6. Sanna, 95 points; 7. Borsoli, 94 points; 8. Jenkner, 85 points; 9. Ueda, 81 points; 10. Vincent, 69 points.



Garry McCoy (5) finished a lonely third on his Red Bull Yamaha YZR500 at Estoril. Photo by Sports Photography.



### Roberts' Exit From Brno, Spun

World Champion Kenny Roberts has described his mysterious exit from last month's Czech GP as "a cry for help". The American, currently engaged in the worst 500cc title defense in the sport's history, apparently withdrew from the Czech race for no reason, apart from sheer frustration with the performance of his Movistar Suzuki. He then drove away from the Brno circuit without even talking to his crew, triggering speculation that he and Suzuki were about to go their separate ways.

"My actions were a cry for help," said the American in a specially worded team statement. "The reason was pure frustration—Brno was the peak of frustration that has been building up all season. Everything else I've done before had not had any results."

Roberts has yet to finish a race in the top five this year, and he attributes his results to an intricate performance problem—how his RGV500 motor works on tiny throttle openings when he's trying to meter out just the right amount of power to the rear



Randy Mamola pops the dual-seat Marlboro YZR500 demo bike up onto its front wheel with car Formula One boss Bernie Ecclestone on the back. Photo by Sports Photography.



Fresh off his ride with Randy Mamola, F1 boss Bernie Ecclestone hob-nobs with Max Biaggi (left) on pit lane at Estoril. Photo by Sports Photography.

tire on corner exits. At Estoril he qualified a worst-ever 11th, finishing the race in sixth, over half-a-minute down on winner Valentino Rossi.

"Since Brno I have received a letter from senior management at Suzuki, asking me to be patient, and promising me that next year Suzuki will have the most competitive bike on the track, two-stroke or four-stroke," he added.

In a bizarre counterpoint to Roberts' outpouring, teammate Sete Gibernau, who out-qualified his fellow Suzuki rider for the first time at Estoril, compiled his own press statement. The release made public the contents of a private letter sent to the Spaniard from Sadayuki Inobe, director of Suzuki's motorcycle engineering division.

Said Gibernau: "This letter shows the commitment the factory has made towards regaining a competitive position". The letter itself stated in intriguing Japanese prose: "Gentleman, further to my memorandum attached, I have instructed my racing dept that 2002 GP machines shall be more competitive than Honda or Yamaha, two or four-stroke. I tell you this to give you heart after a very difficult season. Please be patient for the rest of the season. Help is coming. Yours faithfully..."

That'll be all right then, won't it?

### Which Teams Will Be Racing In GP1

Next year's historic 500cc two-stroke/990cc four-stroke GP grids will

feature 26 bikes at every round of the 16-event World Championship Series. From the start of next season the class will be arranged along F1 car lines, with 13 teams assigned franchises to enter two-man squads with contracts running to 2006. The six factory satellite or private teams that contest the new-look series were announced at Estoril, and they are all existing 500cc outfits. Three will run Yamahas (Antena 3 d'Antin, Red Bull WCM and Gauloises Tech 3), two will run Hondas (West Pons and Shell Advance) and the sixth is Kenny Roberts' Proton KR outfit.

In addition to these six crews, there will be seven full-factory squads but these are still a closely guarded secret as the manufacturers thrash out their deals with Dorna, the Spanish company that owns the commercial rights of GP racing. But the suggestion is that Honda and Yamaha will both run a pair of two-man factory teams, while Suzuki, Aprilia and Sauber will all have one squad apiece. Italian marque Ducati is also due to enter the GP arena, maybe towards the end of next season, or maybe not until 2003.

No one is sure how the teams will be split, machinery wise. Honda and Yamaha are rumored to be considering running one full-factory four-stroke



Fans at Estoril apparently have a cure for what ails Kenny Roberts' title defense. Photo by Sports Photography.

team each, with their all-new RCV and YZR-M1s, and one factory two-stroke crew apiece, with the latest version of their NSRs and YZR500s. It is rumored that Japanese-American guru Erv Kanemoto will look after one of HRC's squads.

Moving forward with four-strokes while retaining their existing two-strokes, for a while at least, is the factories' way of playing safe as GP racing enters the unknown. But their rider salary bills are going to be bigger than ever from 2002...

### GP1 To Get Even More Attention

GP racing's premier category is to be turned into the F1 of two wheels. GP rights owner Dorna will focus lime-light on to the new 990cc four-stroke/500cc two-stroke class that takes over from 500s next year, demoting the 250cc and 125cc GP categories to minor supporting roles.

It's likely that the big class will have sole rights to the entire pit-garage complex at every track, while the 250cc and 125cc teams are dislocated to the outer reaches of the paddocks, working from temporary awnings. This isn't an entirely new move—the current 500cc teams already take up so much space that only the top few 250cc and 125cc crews get to work from the pit garages, and the 500cc teams' hospitality outfits get to occupy the choicest paddock areas. Dorna has yet to name the new premier class but the guess is that it will continue to be called GP1, which has been the official but mostly ignored name for the 500cc class for some years. Dorna is planning to push the GP1 tag ahead of the more recent and very awkward MotoGP title which was introduced to cover the 500cc, 250cc and 125cc classes a year or two back.

### How Fast Is The YZR-M1?

The speed of Yamaha's new YZR-M1 four-stroke GP bike was still a major topic of conversation in the Estoril paddock. The 200-horsepower M1 was reputed to have set a stunning pace during secret tests at Brno recently, when Carlos Checa ran a race simulation that would've beat Valentino Rossi's Czech GP time by an impressive 10 seconds.

But is Checa's speed to be taken as a genuine sign that GP racing's new big-bore four-strokes will destroy the 500cc two-strokes from the very start of next season? Chief engineer Jerry Burgess, who looks after Rossi's NSR500 two-strokes, is unimpressed. "From what I've heard Checa's 'race time' was just a race simulation over 15 laps, nine laps less than the race," said Burgess. "And at the GP there was no race after lap 13 because that's when Max crashed, leaving Valentino out on his own. After that Valentino dropped back into the 2:03s, so I reckon his race time would've matched the M1 if he'd had to really race full distance."

Meanwhile in Japan, Honda test rider Shinichi Itoh has matched the Suzuka lap record on Honda's RCV four-stroke, clocking a 2:06.7 in recent tests on the V-5. But he was two seconds short of Loris Capirossi's electrifying 2:04.7 Suzuka qualifying lap last April, set on a year-old NSR500.

### Big Bernie Ecclestone Takes A Wild Ride With Mamola

Formula One car supremo Bernie Ecclestone switched to two wheels at



Estoril, taking a ride on the Marlboro Yamaha team's twin-seat YZR500 behind former GP winner Randy Mamola. The Briton rode two laps of the tight and bumpy track, after his wife Slavica had enjoyed a gentler ride with Mamola.

"I started my career in motorcycling but I'm glad I didn't finish it on bikes!" joked Ecclestone, who started his motorsport career riding a Matchless around Brands Hatch during the 1950s. "I love motorcycling, it's a good show, with good people, and the ride was really super, a great experience. I felt completely safe with Randy, but considering the lean angles it's surprising how the bike stays on the road! I've not been in the latest Formula One two-seaters but I imagine the bike is more exhilarating because you're looking at the road a few centimeters from your face."

Mamola, who has been chauffeuring celebrities on the 285-kph/180-mph twin-seater since last year, acknowledged some nerves before the outing. "Bernie is the most expensive cargo I've ever carried, so I had to look after him," joked the American, 13 times a 500cc GP winner. "But he was a fantastic passenger, fantastic."

Mrs. Ecclestone was most grateful for Mamola not trying to scare the living daylight out of her. "I was a bit frightened but Randy was very kind, he kept signalling to make sure I was okay," she said. "The corners were impressive. I'm sure Randy went faster with my husband, though I was a little worried about his heart."

#### Brendan Clarke Youngest To Ever Score 500cc Points

Brisbane rider Brendan Clarke became the youngest 500cc points scorer in bike racing history in Portugal. The 17-year-old finished 14th in the incident-packed race to score two World Championship points. Ironically, the previous youngest 500cc points scorer was Clarke's Shell Advance teammate Leon Haslam, who netted his first 500cc points at Suzuka in April, at the age of 18.

Clarkey only made his GP debut at July's German GP, taking Haslam's place on the team's V-Twin after the Briton had been promoted to V-4 duties following the sacking of Chris Walker. But the youngster was keeping his feet firmly on the ground at Estoril, admitting he'd only made the points because a number of riders had disappeared in a first-corner pile-up. "It feels good to be the youngest points scorer, although I'd have preferred it to do it in different circumstances," said Clarke. "The first corner was a mess, with riders going everywhere. I was still stiff and sore from the Friday crash, so I just tried to concentrate on finishing, though by mid-race the rear had gone off and I was sliding a lot. This result has given me a lot of confidence and the next race is Valencia, where we've tested, so I'm looking forward to going to a track I know for a change."

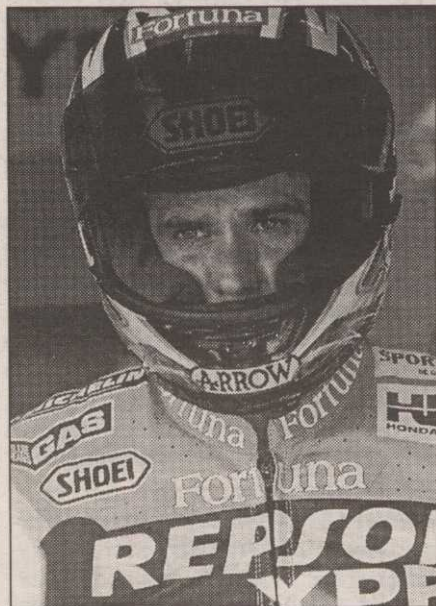
Haslam was less lucky at Estoril. Bike problems caused him to fall, making it three crashes in three races on the ex-Walker NSR500 V-4.

#### Crivillé Loses Honda Ride

Former 500cc World Champion Alex Crivillé has been sacked by Honda and is likely to make the switch to Yamaha in 2002. The Spaniard, who won the title in 1999 following the exit

of long-time teammate Mick Doohan, has won just a single GP since then and got the bad news from Honda following last month's Czech GP. His Portuguese GP was another disaster—qualifying 12th and DNFing with engine problems.

Crivillé, still a major star in Spain, is set to join Yamaha's Spanish satellite team owned by former 250cc rider Luis D'Antin, who currently runs Norick Abe and dog-slow Spaniard Jose Luis Cardoso. The deal is said to be "80 percent done" and the 1999 Champion has been promised full factory YZR500 two-strokes for 2002. His switch ends



Man without a Honda ride: Former 500cc World Champion Alex Crivillé.  
Photo by Sports Photography.

a long association with Honda, for whom Crivillé started riding for way back in 1992, winning his first 500cc GP at Assen that year. Following that he built several strong challenges for the 500cc title but ultimately lived in Doohan's shadow until the Australian's career-ending crash at Jerez in May 1999.

#### Rossi Makes Something Out Of Nothing At Estoril

Estoril wasn't meant to be a good track for Valentino Rossi. The Italian struggled there last year, even though he did end the race third, and had a terrible time during preseason tests. Once again, however, the Italian and his mostly Aussie crew pulled victory from the jaws of defeat. "We came here testing with all the other teams during February and we had a disaster," explained Honda rider Rossi. "We were here for two days and we never even found a good set-up. Then I crashed and I ended up two seconds slower than Capirossi and Biaggi. Disaster! So I'm very happy that we found some good settings from tests we did at Valencia at the end of last week. Both tracks are quite similar, with many tight and slow corners, so what we learned there has helped us here. We're also running a 'soft' engine set-up here, softer than the settings we use for quicker tracks like Barcelona and Assen."

#### Abe Crashes, Races, Crashes Again—And Takes Others With Him

Long-locked Japanese 500cc star Norick Abe had a bitter-sweet 26th birthday at Estoril on Friday. The Yamaha rider was in flying form, leading first qualifying ahead of Valentino

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## Estoril GP Notes

continued from page

Rossi until he fell heavily at turn five, a 240-kph (150-mph) fifth-gear right-hander where riders try extra hard to give themselves the best-possible sling-shot onto the back straight. The crash was terrifying, Abe tumbling through the gravel trap for what seemed like an eternity, crunching end-over-end like a rag doll. But apart from severe all-over bruising and a bad headache, his only injuries were a few minor friction burns and a sprained finger. Two days later Abe bravely raced, only to tumble again at the very first turn, skittling two other riders.

## Hopkins Visits Red Bull Yamaha Again

Young American John Hopkins was at the Estoril GP, limbering up for an expected full-time entry into next year's GP series with the Red Bull Yamaha team. Hopkins stayed on at the track to test the team's YZR500s for the second time this season, suggesting that Red Bull will run the 18-year-old alongside Garry McCoy next year, leaving lackluster Noriyuki Haga to return to Yamaha's bosom, riding a more user-friendly YZR-M1 four-stroke in a full-factory team.

"Back home I ride a GSX-R600 and a GSX-R1000 in Formula Xtreme," said Hopkins, from San Diego in California. "I find the 500 easier than the big GSX-

R, it's easier to flick around and to carry corner speed, which suits my style. I reckon both make around the same power—my GSX-R makes 184 horsepower but it feels 10 times heavier. Of course, it's got more engine braking than the 500 but it's not so bad with the slipper clutch." Hopkins started motocross when he was four and commenced his road race career at the age of nine, riding a Yamaha YSR50 minibike.

## Aprilia Hopes Holes Will Aid Crosswind Stability

Aprilia took special holey fairings to Estoril. Not blessed by the pope, but drilled, in case the Portuguese GP was again affected by strong winds. Situated just a few miles off the Atlantic, Estoril is invariably windswept and last year's GP at the track had riders battling for control in strong side winds. The drill holes in the bodywork of the factory RSW250s reduces the effect of lateral winds. Drilled fairings were first tried by Honda in the late 1980s. "I don't care if the local sailors complain, but I'm hoping for no wind this weekend!" joked Aprilia's Marco Melandri.

## Sauber Set To Demo New Engine

GP racing's newest engine manufacturer Sauber will demonstrate its 200-horsepower 989cc triple at the Malaysian GP in mid-October, wrapped in a British Harris chassis and ridden by Niall Mackenzie. The engine,

which may eventually rev to 20,000 rpm thanks to pneumatic valves, is basically three cylinders off Ferrari's all-conquering V10 F1 motor. No surprise there, since the Sauber was designed by Japanese engineering legend Osamu Goto, who created Honda's awesome turbo F1 engines before joining Ferrari and putting the Italian team back on the road to F1 success.

Sauber currently runs ex-Ferrari motors in their own F1 cars, but the new engine has been built by offshoot Petronas Sauber Engineering—60/40 owned by Sauber and Malaysian oil giant Petronas. The motorsport engineering specialists have yet to reveal any detailed plans for establishing a team for 2002, though they are on the Dorna entry list. There have been persistent rumors that they are to link up with Kenny Roberts' Proton KR team—thanks to the Malaysian link of the Petronas and Proton concerns—but Roberts' outfit denies any link. Team Manager Chuck Aksland believes they'll continue to run their ever-improving KR3 two-stroke Triple in next year's World Championship. Sauber officials have, however, already begun to contact riders about 2002 contracts. British 250cc ace Jeremy McWilliams is one of the men on their shopping list.

## Haga At Crossroads: Stay In GP, Leave For WSB?

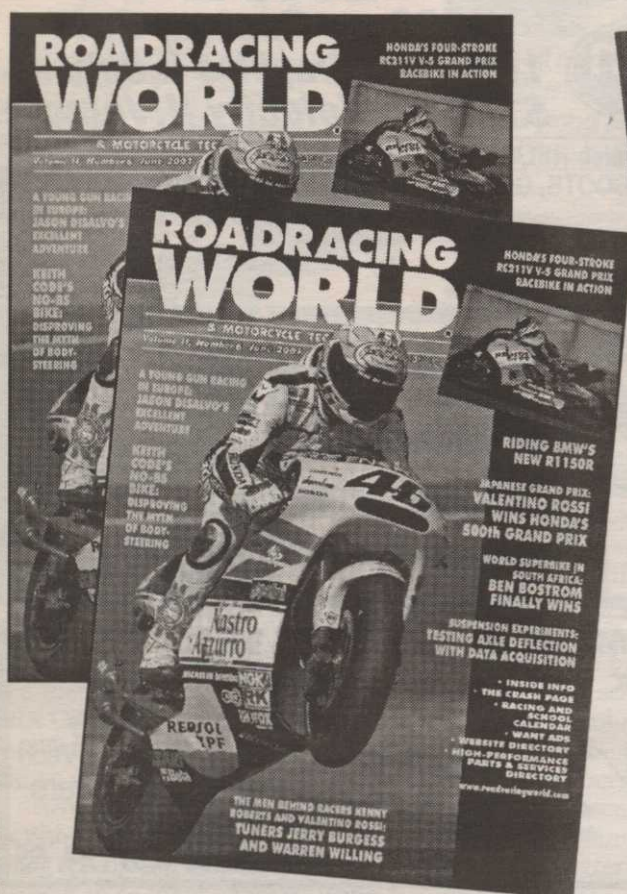
So which way now for Nori Haga? The former sideways Superbike star has had such a miserable debut sea-

son in 500s that he's gagging to get back on a more user-friendly four-stroke in 2002. And despite his mostly pathetic form on his Red Bull YZR500s (he's been at least as worthy of the flick as Chris Walker), Yamaha officials still love him enough to want to stick him on their new YZR-M1 four-stroke.

Haga has lost a certain amount of respect in the GP paddock for his lack of commitment this year. After a heap of crashes the Japanese effectively gave up trying, leaving his hard-working Red Bull engineers seriously hacked off. On Sunday evening at the recent Czech GP he was spotted helping Yamaha's hospital-ity crew break down the factory's VIP unit. Commented one observer: "That's the first bit of real work I've seen him do all weekend."

## Forgetful King Kenny The Elder Misses Grand Prix Altogether

King Kenny Roberts missed the Czech GP after a bit of a mix-up with his travel plans from the US. The former 500cc king had been driven to the airport by a friend, carried his baggage to check-in, when he realized he'd left his hand luggage in the car, which had already departed homeward. Inside his hand luggage were his passport and tickets, and since the driver had no mobile phone, Roberts ended up missing his plane. Unable to make it to Brno in time for an important meeting, he was told by Team Manager Chuck Aksland to stay home. **RW**



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



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# Gibernau Wins In Spain

By Mat Oxley

Two weeks after the Movistar Suzuki team seemed close to meltdown at the Portuguese Grand Prix, where both Kenny Roberts and Sete Gibernau released personal press statements explaining the embattled team's predicament, the squad dominated the Valencia GP podium. At Estoril, Gibernau had taken the unprecedented step of making public the contents of a reassuring letter from Suzuki Japan, which explained that the factory was doing everything in its power to boost the lackluster performance of its RGV500s. "Please be patient," the letter concluded. "Help is on its way."

Help did indeed arrive at Valencia, but it didn't come from the Far East in the form of dramatically improved performance, but from the heavens above in the form of a cloudburst. The pre-race shower soaked the track, turning it into an ice-rink because the circuit owners had wire-scrubbed the surface after some earlier F1 car tests, putting a nice polish on the tarmac.

Gibernau's first-ever win, just a fraction ahead of West Honda's Alex Barros, was greeted by the biggest barrage of fireworks and thunderflashes anyone had ever heard in GP racing. For several minutes the pit complex was rocked by the thunder as the popular and affable Spaniard parked his RGV500 in a gravel trap and jumped a perfect somersault for the 120,000 fans. Of course, he was under no illusions as to why he'd won, but his joy was too big to care, whereas third-finisher Roberts was more reticent about the chances of repeating his first podium finish of 2001.

Suzuki engineers had jetted in new fairings and airboxes for the tight and slow track, which is as close to a stadium venue as you'll get in GP racing, with the entire crowd arranged in one broad sweep of grandstands,

every fan enjoying a full view of the 2.5-mile circuit. But although team mechanics reckoned the parts were worth several mph, Roberts insisted more fundamental improvements are required to get the Suzuki competitive again.

"With the current engine character we've got, we need a complete redesign," Roberts said. "We've gotten far enough behind to the point where there's a huge step between us and the guys who are doing the winning. Once you're in the top three it's not that big enough of a difference. But once you're out of there it's just like F1, you've got to spend a lot of money on development to get back up there."

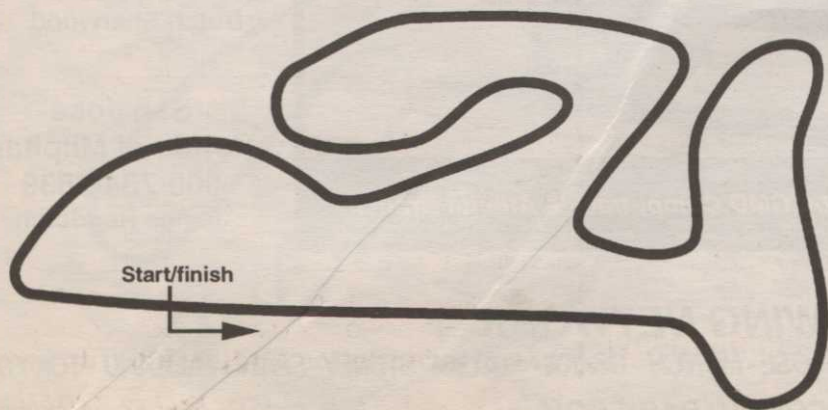
Fired up in front of his home crowd, Gibernau was on it all weekend, except when he was off it. Fourth-quickest in first qualifying and aiming for a first front-row start on the RGV500, he crashed in final qualifying, consigning him to 12th on the grid. "I was pushing the front this morning and this afternoon, too," he said. "I knew that if I tried to over-ride the bike I'd crash. And I did, which makes me pretty stupid." Roberts, meanwhile, finished seventh quickest for his usual second-row start, though he did run fifth for a while in the final qualifier, which ended up with Marlboro Yamaha's Max Biaggi on pole for the fifth race in a row. The Italian triumphed at the end of a typically frantic 500cc qualifying session, keeping his head down when rain started falling to dislodge World Championship points leader Valentino Rossi on the Nastro Azzurro Honda.

Biaggi had been well down the order for much of the session, concentrating on evaluating race tires and race settings, so he knew his final run was his only chance of securing a front-row start. "Halfway through that lap I saw rain on the screen, which made me nervous," said the Roman, half-a-second inside the previous year's pole time. "I can't tell you what I was thinking but I couldn't stop, I needed that lap and it put me on pole. I kept my head down, even though the rear was spinning up a bit, but for just one lap it was okay. We managed to improve the bike today, but going race distance at a good pace will be a different thing from doing one good qualifying lap."

Rossi was happy enough with his day's work. Still 43 points ahead of Biaggi with five races to go, the youngster was denied his end-of-session charge by the rain shower. "We worked

continued on page 47

## Valencia 2.951 miles



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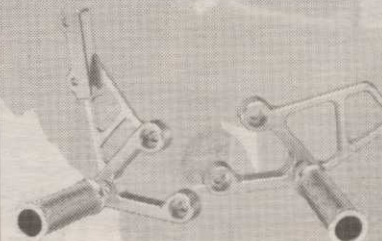
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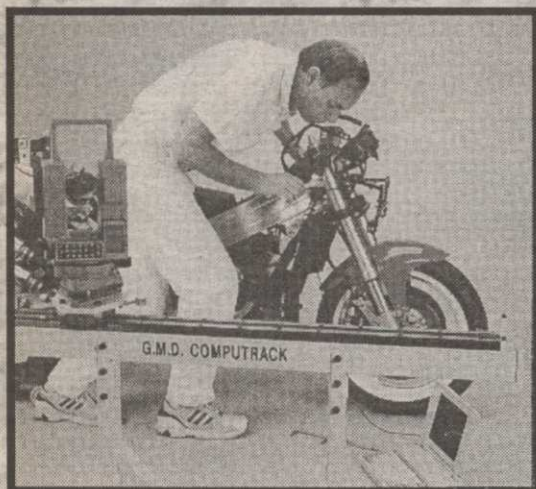
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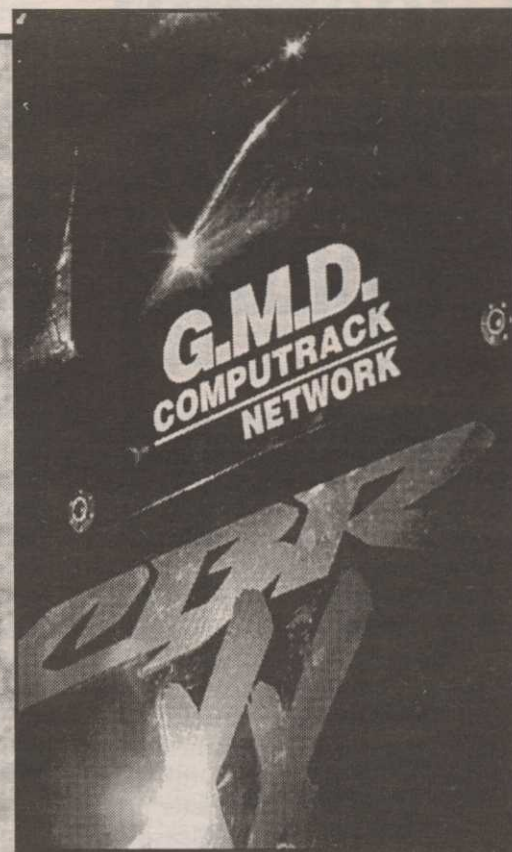


John Hopkins' Valvoline Suzuki is set up by GMD Computrack's Atlanta Branch

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Confidence. Momentum. Testing. That's what Nicky Hayden and his Crew Chief Merlyn Plumlee agreed it took for Hayden to win his third consecutive Superbike race, at Pikes Peak. The confidence and momentum had been growing over the last two rounds, Mid-Ohio and Brainerd, both of which Hayden won.

"Once you get momentum on your side," said Hayden, "it's unbelievable how a lot of it is just mental." But it

# Three In A Row For Hayden And Honda

By Bob Dragich



Nicky Hayden (69) won the Superbike race at Pikes Peak, beating Eric Bostrom (32) and Doug Chandler (10). Photo by Brian J. Nelson.

was testing at Virginia International Raceway previous to this round that put the finishing touches on the package. "As soon as we got it out of the truck, it worked good," said Hayden of his Honda RC51 after the tests at VIR.

"It took us until now to catch up," said Plumlee, citing a lack of off-season testing. "The progression shows that things just get better when you go testing."

Things were so good that Hayden also took pole position—the first time

this year that Yoshimura's Mat Mladin did not qualify fastest—and set a new lap record at 54.789 seconds around the 1.315-mile, six-turn track.

Kawasaki's Eric Bostrom finished second at Pikes Peak, his ZX-7R following Hayden across the line by 1.055 seconds. Bostrom's teammate Doug Chandler was third, his best finish this year. Mladin was fourth, although it was in no way a calculated, safe fourth taken with the Championship in mind. HMC Ducati's Steve Rapp was fifth, his

the tires. We did a lot of laps on a number of tires and we're pretty happy with what we did with them."

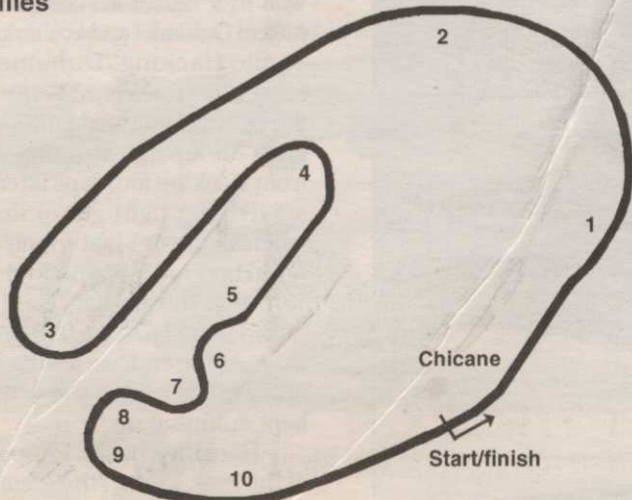
Bostrom made it two Kawasakis on the front row. After qualifying third-fastest, Bostrom said, "I think the weather conditions today were good for getting fast laps. We're definitely happy to be on the front row; it's super important on a tight little track like this, especially with everybody's times so close. It would have been nice to be on top. I was just trying to put down the fastest lap I could, and, as it turned out, it wasn't fast enough. We've still got a little bit of a problem in the fork. We're pretty close; it's come a long ways from yesterday, but we haven't quite got it dialed. But we're real happy with our time on race rubber. I think we're in good shape for tomorrow, but I think it's going to be another barn burner."

For second-fastest-qualifier Mladin, it was the first time all year he hasn't set the pole in Superbike. "Trust me: Winning nine poles is the furthest thing from my mind," said Mladin when asked what he thought of not winning pole. "Winning this Championship is the thing that's in my mind. Of course, we'd like to get the pole. It's another point, and that's what I've said all year, and we've done a good job so far. But Nicky just went a bit quicker today. There's nothing we can do." Asked to comment on his prediction—made the day before, after the first qualifying session on Friday—that lap times would not go under



Mat Mladin (1) led the Pikes Peak Superbike race early on, before Nicky Hayden (69) passed Mladin on lap 11. Mladin faded to fourth with tire problems. Photo by Brian J. Nelson.

## Pikes Peak International Raceway 1.315 miles



best finish this season.

Fourth-fastest qualifier Chandler also credited the tests at Virginia International Raceway with helping him to a front-row grid spot. "I think we took some pretty good strides at the Virginia test we did," said Chandler. "We had some different things we tried on the bike, and it made it a lot better for me. I'm just a lot more comfortable on the bike. We came here with the bike from Virginia and it was pretty close. We made some subtle changes but nothing real big and drastic like before. Just being able to get a lot of laps in and feel comfortable doing it. We ran through

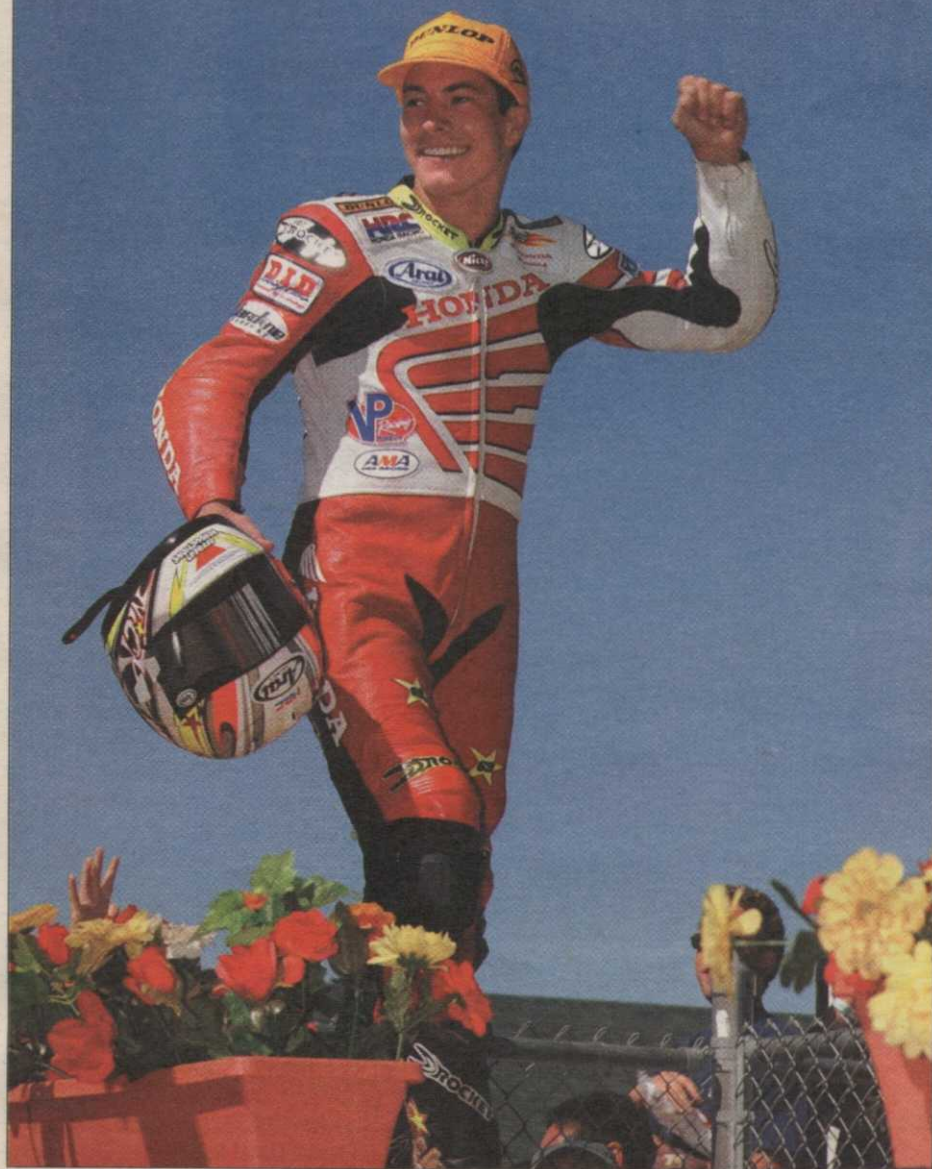
the lap record, now that the three fastest riders were all under the lap record, Mladin said, "Track temperature here makes a big difference in lap times." Saturday's temperatures were far cooler than on Friday.

"I know it's just qualifying," said Hayden of his first Superbike pole, "but I'm actually real happy about getting pole. I've never had one, and it's actually been a long time since I've had one in 600cc. Right there toward the end I went out and did a pretty good lap, came in, and had an extra qualifier I'd been saving up from somewhere

.....  
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Pikes Peak Superbike winner  
Nicky Hayden, in victory.  
Photo by Brian J. Nelson.



## AMA Pikes Peak

continued from page 33

where it rained this year. When I was on top, I thought, 'Maybe I'll try to save it for Willow.' Then when Mat went out and went faster I thought maybe I could go a little faster yet. So I went ahead and put it on right there at the end and got out. Since I was pulling onto the track, Aaron (Yates) went by me and I

got behind him and just really got a good lap in. Normally, in qualifying, as long as I get on the front row, I'm happy. But here it's super important to be on the front row."

At the start of the race, Hayden showed just what he could do when he outbraked the entire field going into sharp turn three. Mladin took the lead with an inside move going into the next U-turn, turn four, and he, Hayden, Bostrom, Chandler and Kurtis Roberts



Ben Bostrom (32) leads Anthony Gobert (16), Kurtis Roberts, Jamie Hacking, Tommy Hayden, Miguel Duhamel (17), Aaron Yates (20), Josh Hayes (131) and Jake Zemke (98) early in the 600cc Supersport race at Pikes Peak. Photo by Brian J. Nelson

pulled ahead of the rest of the pack.

Hayden took the lead back with another outbraking maneuver going into turn three on lap 11, and from then on, he would never be headed. Bostrom took second away from Mladin on lap 16 and took off after Hayden. "I basically put the same move Nick did on him," said Bostrom of his pass on Mladin. "He was setting a pretty good pace in the beginning and then he started backing it off. I was content to follow Mat a little bit, but then I saw Nick trying to work a little lead out there, and it's like, 'Okay, it's time to go.'"

On lap 21, Chandler got by Mladin for third, and the finishing order was set: For the next 27 laps it would be Hayden in the lead chased by Bostrom, Chandler and Mladin. "It's never the plan to finish fourth," said Mladin. "We had pretty average rear grip and we couldn't get going with them today." Mladin used a Dunlop 756 rear slick.

For Chandler, third place came almost as a relief. "I was doubting myself on if I was going to be able to make it back and get up there and race with these guys. It feels good to get back up in there and be in the thick of things." Asked if he chose not to pass Bostrom in order to help Bostrom with his challenge for the Championship, Chandler said, "I thought about making the choice but it didn't look like anyone was going anywhere, so I figured just to sit back and take it as it came."

Even though Bostrom made up some ground against Mladin in the points chase, he was still disappointed

about not getting the outright win. "Obviously, it's nice to make points, but we're not on top of the box and I think that to win the Championship I've got to try to win these last three races. I failed on my try today. The 600cc (Supersport) race was a long race and took a little bit out of me, and you can't afford to give up anything, especially to these guys. I definitely tried to put in a big charge at the end because I knew throughout the race that I just didn't have that much to give. I tried to make up too much time on one lap and it got the better of me. Mentally I just couldn't hit my marks quite well enough to chase down a tough leader."

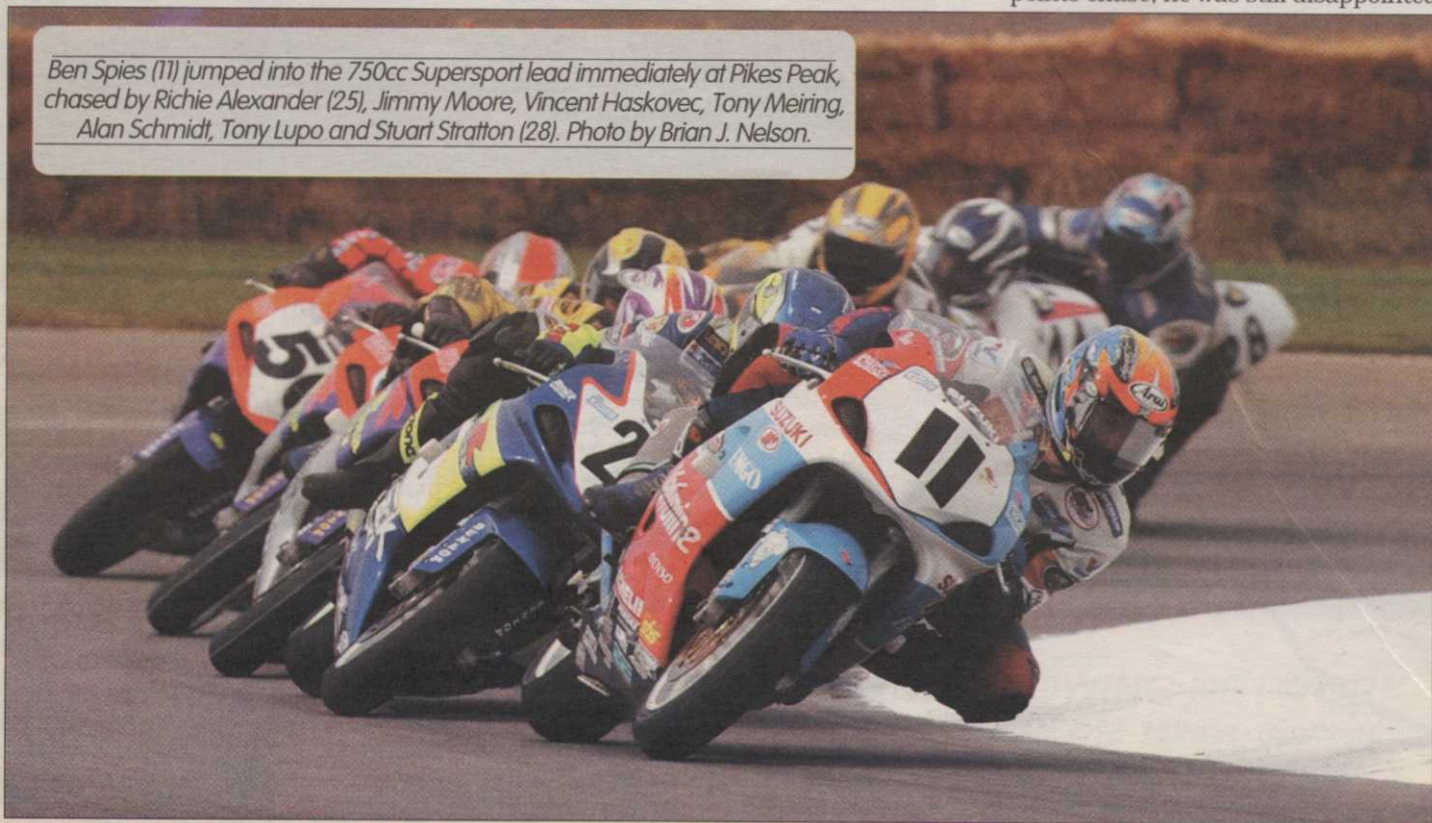
It turns out that Hayden was confident he could win it from the beginning of the weekend. "Every session our bike was working really good. It's one of those weekends when the first lap is really good. We made some changes and improved it some but for the most part our bike was really good when we got here. I was actually pretty content just to follow when Mat was setting the pace. I was just trying to relax and save my tires as much as possible. It got down to +0 and I was able to get around Mat. There at the end the tire obviously gets a little bit greasy, and one time it (the gap over Bostrom) went down to (+) 0.6 (seconds) and I was getting kind of nervous. I got through traffic really clean and traffic had to help me today a little bit."

Roberts held down fifth place from the beginning of the first lap until the very last lap. "I thought I had something for Mat," said Roberts, "But 14 laps from the end the rear tire came apart." Roberts used a Dunlop 756 and ended up getting passed on the last lap by Rapp, who was using a Dunlop 501.

Rapp had to come through the field to get there. For much of the race, Rapp was in a fight for sixth with Honda's Miguel Duhamel and Yoshimura Suzuki's Jamie Hacking. Duhamel held the advantage until lap 11, when Hacking got by. Rapp passed Duhamel for seventh on lap 18 and took sixth away from Hacking four laps later. The three stayed in a tight group until lap 26, when Duhamel lost touch with Rapp and Hacking. "We picked up a little vibration in the rear," said Duhamel. "From there I just tried to keep a steady pace. At the end, we went a little faster, but I couldn't get any grip. The tire just kept spinning up."

Hacking chased Rapp for the rest of the race, and on the second-last lap, they caught Roberts. On the last lap, Rapp went by Roberts on the brakes

Ben Spies (11) jumped into the 750cc Supersport lead immediately at Pikes Peak, chased by Richie Alexander (25), Jimmy Moore, Vincent Haskovec, Tony Meiring, Alan Schmidt, Tony Lupo and Stuart Stratton (28). Photo by Brian J. Nelson.





in turn three. While Roberts was having trouble with his 756, Rapp called his 501, "Good. Really good." Rapp held off Roberts to the finish line for fifth, but Hacking almost got by Roberts as well. "I T-boned him pretty good in the last esses," said Hacking about Roberts and his attempted pass on him. Roberts prevailed and held Hacking off to the line. Hacking felt he might have done better in the race, but, "I babied the rear tire too much at the beginning. I thought they (the leaders) would burn up their tires at the beginning and come back to me. They pulled away and I didn't see them coming back. I opened it up and I was spinning everywhere. I kept having to make up so much ground on Rapp when he got by lappers."

Duhamel finished eighth behind Hacking, and behind Duhamel was one of the longest battles of the entire race. Yoshimura Suzuki's Aaron Yates held off Yamaha's Tommy Hayden from the first lap all the way to the end, a total of 48 laps. Despite this, and despite it being his first race back since breaking his arm at Laguna Seca, Yates was not pleased with his performance. According to his tuner Vic Fasola, they chose to race on the 756, but they could only get three; one for practice and two for the race (just in case of a red flag). They had to do most of their set-up on the more-available 501, and Fasola felt that hurt their final race set-up.

Competition Accessories' Larry Pegram and Harley-Davidson's Pascal Picotte hooked up on lap 11 and went the entire distance from there, Pegram



Jake Zemke (98) leads Tom Kipp (31), Jason Pridmore, John Hopkins (21), Damon Buckmaster, Aaron Gobert (96) and Grant Lopez (5) at the start of the Formula Xtreme race at Pikes Peak. Photo by Brian J. Nelson.

ahead of Picotte. Pegram would occasionally pull away from Picotte with a break in traffic, but Picotte would always catch up. Picotte never got a decent chance to make a pass, and he trailed Pegram across the line, Pegram in 11th, Picotte in 12th.

Mladin's fourth place was good enough to hold onto the points lead at 359, but Bostrom's second place moved him to within 15 points of Mladin with two races left. Nicky Hayden is third with 303 points, with Chandler fourth at 292.

#### Bostrom Wins For Third Time In Pro Honda Oils 600cc Supersport

Given the competitiveness of the 600cc Supersport class and the short,

continued on page 36



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tight, Pikes Peak circuit, one would expect the battle for the lead to be a close one. But it wasn't. Eric Bostrom and his Kawasaki ZX-6R led from beginning to end, the only person able to even remotely hang with him being Yamaha's Anthony Gobert.

Bostrom was in the process of running away from the field when local rider Elton Curry crashed in turn two of the speedway, leaving himself and his Yamaha YZF-R6 on the racing line. Pole-sitter Kurtis Roberts had already crashed uninjured in turn six at the end of lap two, and since the leaders were only on the fourth lap, AMA officials called for a complete restart.

On the restart, Bostrom and Gobert pulled away from the field. Gobert followed Bostrom for every one of the 29 laps, but the closest he got was at the end, when he crossed the line 1.134 seconds behind the Kawasaki rider.

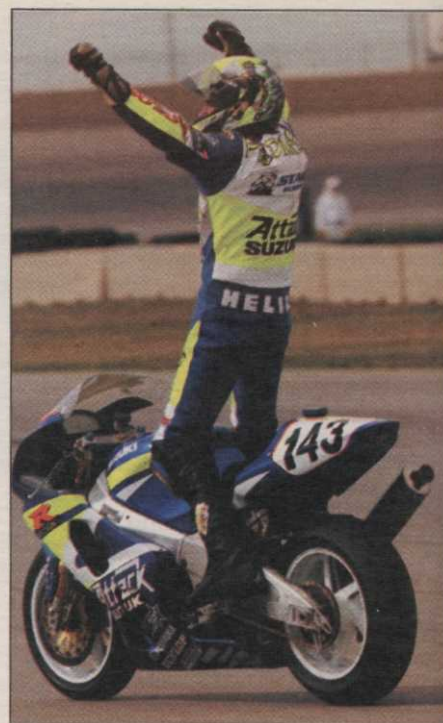
"At the first part of the race, I chose a hard tire," said Gobert, "and it didn't seem to be working for me. When the red flag (came out), I said, 'I've got nothing to lose, so let's just put the soft one in.' The soft one was good for the first few laps. I was sitting behind Eric pretty comfortable. Then, probably in only six or eight laps, (the tire) started coming down pretty quick and Eric seemed to be hooking up better. I was really kicking myself for making that decision for about two or three laps. While I was kicking myself he was getting away. So I said to myself, 'I might as well try to make the most of it' and try and just float the tire. I started standing it up a little and keeping tighter lines and it seemed to be working for me. I needed lapped riders to bring (Bostrom) back to me, but it didn't quite happen."

Bostrom sounded almost surprised to have won. "We came from (the tests at) Virginia thinking we've got things okay and came here on Friday and these guys were turning tough paces right

out of the box. It definitely makes you feel better when you can beat these guys because it's a tough crowd for sure. We were running low to mid-56s (in the race) and that's about as quick as the pace has been all weekend. Traffic was definitely interesting, as always. One lap I lost half-a-second and the next lap I'd have that half-second back again. Even on the last lap I had some guy try to take me out going down the back straight. He just kept running wider and wider."

Roberts held down third for most of three laps, when, once again, he went down in turn six, again uninjured. A tight pack consisting of Yamaha's Tommy Hayden, Honda's Miguel Duhamel, Yoshimura Suzuki's Jamie Hacking and his teammate Aaron Yates took over in the bid for third.

For a while, Hayden pulled away from the rest, but by lap 12, the others had caught back up. By that time, Yates was at the lead and he took off after Hayden. It took Yates until lap 19 to get by Hayden, and when he did,



Jason Pridmore celebrates his Formula Xtreme win at Pikes Peak.  
Photo by Brian J. Nelson.



Jimmy Filice (3), Rich Oliver (7) and Chuck Sorensen (1) raced for the 250cc Grand Prix lead at Pikes Peak, before Filice and Sorensen both crashed while in front. Photo by Brian J. Nelson.



Jeff Nash (1) beat Dave Estok (2) to win the Pro Thunder race at Pikes Peak.  
Photo by Brian J. Nelson.

of the race, he was still behind—in seventh—at the finish of the race. Behind Zemke came Josh Hayes on the Bruce Transportation Group Honda, Aaron Gobert on the Graves Motorsports Yamaha, and Hayes' teammate Roger Lee Hayden. The three had held down eighth, ninth, and 10th places for 20 laps.

Bostrom's win increased his points lead over Duhamel, 261 to 230 with just two races left in the year. Anthony Gobert trails Duhamel by a single point with Tommy Hayden fourth at 214 points.

## Spies Takes First Win In Genuine Suzuki Accessories 750cc Supersport

Valvoline EMGO Suzuki's Ben Spies took his first AMA National win in the 750cc Supersport race at Pikes Peak. The 17-year-old young gun led every lap of the race, and finished more than two seconds ahead of Corona Extra Suzuki's Jimmy Moore. Roadracing-world.com's Chris Ulrich was third.

While Spies' race was a flag-to-flag victory, things behind him were anything but settled, at least for the first few laps. Attack Suzuki's Rich Alexander was second for the first three laps, before Moore got by on lap four. Alexander held on in third place until lap six, when he crashed unhurt in turn two. Alexander reported later to team owner Richard Stanboli that the bike felt loose from the start of the race. When Alexander went down, Moore's teammate Vincent Haskovec took over third.

Ulrich, who was then in fourth after charging from eighth, chased Haskovec until lap 17 of 29, when he passed Haskovec and a lapped rider at the same time. "I knew I was catching Vince," said Ulrich, "and I didn't want to get over-anxious catching him. That's one of the mistakes I did earlier this year (when he crashed at Loudon). So I just kind of plugged away at him. Once I caught him, he made a bad decision on a lapper in turn one and I managed to get both of them." From that point on, the top four positions were set: Spies in the lead two seconds ahead of Moore, followed by Ulrich and Haskovec.

Ricci Motorsports' Tony Lupo held a slight advantage in fifth over Tuff Dog's Alan Schmidt, an advantage that

Hayden never let him go, following him to the finish line 10 laps later.

"My qualifying didn't really go that good," said third-place Yates, who had to start from the third row. "You can't do much going into turn one. You've just got to let everybody get in line, so I had to pick through people. It turned out pretty good. I'm just glad to finish a race again, after what I've been through, missing races."

Hayden had made a move on Yates on the last lap, as Yates explained: "Coming around the outside (in turn three), he had a pretty good bit of speed going in and I just let off the brake and kept going in and stayed right there on the inside, blocking him so he couldn't cut in front of me."

When Yates started chasing Hayden, Hacking found himself in a lonely fifth place and kept it to the end of the race. Valvoline EMGO Suzuki's John Hopkins was on his way up through the field when he crashed in turn three on the 12th lap. Hopkins later said that he was T-boned by Erion Honda's Jake Zemke on the first lap of the restart, but Hopkins didn't crash until he lost the front 11 laps later. Hopkins came in for a new shift lever, went out for a few more laps, and then pitted for good.

On lap 12, Duhamel came under fire from Zemke and his Honda. Although Zemke chased Duhamel for the rest



went right down to the last lap when Schmidt crashed in turn three. Behind them, John Dugan and David Ortega battled for seventh place from lap 12 to the end of the race. Dugan held off Ortega, and when Schmidt went down on the last lap, Dugan and Ortega finished sixth and seventh. Schmidt was credited with eighth.

Ulrich, who won the race at Laguna Seca, said, "I felt pretty nervous going in (to the race). I had a tough time in practice and qualifying the whole weekend. I was out here last week, and did okay against some club guys, but when these AMA guys showed up, we had to put our head down and go a little harder. I had to struggle with grip the whole week. I could only find a tire that would go x-amount of laps before the thing would go off, and I struggled with gearing. I'm just happy to be up here after struggling all weekend. I saw these guys did some 56s. Jimmy did a pretty ripping lap in qualifying, Ben did a good lap and all I could muster was a 57.2. It was like, after qualifying, what do I have to do? Billy Wiese and Shane Clarke worked really hard to get my bike ready and I just went out there with the mentality that I was going to finish this race. I screwed up at Brainerd while in a podium position and I screwed up at Loudon fighting for the podium. I need to finish races for the rest of the season. I made something out of nothing."

With just two races to go, Moore has a 53-point lead over Spies. "I've been concentrating on Richie almost too much," said Moore, "and I forgot about his (Spies) position in the points. I thought he was way back—53 is a ways, but it's still not enough. I blew the start. I really wanted to get a better start than that. I got stuck behind Richie. Richie was really trying hard but he was holding us up. I was trying to be patient and not do anything silly. I made my move around him and one lap later saw him laying up in the banking, and I thought, 'That's it.' It pretty much sealed the rest of the race for me. To try and catch Ben, to make a move for first, at this point doesn't seem like that would be a very wise decision. So I just sat in second and did my thing."

Spies, who was the AMA's Horizon Award Winner last year, said being in front "Actually felt wrong. I didn't see Jimmy ahead of me like he had been all season. I wasn't trying to chase him and I didn't know what to do. I just tried to hit all my marks. Some laps were slower than others and I made mistakes. Lappers were there and they helped me out in the beginning and helped him out in the end. He stayed about two seconds (behind) the whole race and just kept the pressure on so I had to keep riding hard. Winning makes you want to win another one, I know that."

#### Oliver Takes Win Number 55 In MBNA 250cc Grand Prix

The 250cc Grand Prix race was the wildest event of the weekend at Pikes Peak. Jimmy Filice led, crashed, remounted, finished on the box and maintained his points lead. Chuck Sorensen led, hit a lapped rider, crashed and retired. Rich Oliver chased, led, followed and then led again when it counted. For the first part of the race, Filice, Roland Sands and Sorensen all ran with Oliver, with Filice sometimes leading.

Filice took pole by running his five-lap heat race more than a second faster than Oliver ran his. Filice's time was a new record, more than four seconds quicker than the previous heat-race record, set last year by Michael Barnes.

At the start of the race, Oliver took the lead followed by Filice, Sands and Sorensen. Behind them, Perry Melneciuc held down fifth until he crashed in turn three on lap three. Melneciuc remounted and eventually finished the race 13th.

Sorensen got by Sands for third with a slick inside move in turn four on lap five. Three laps later, Filice took the lead away from Oliver on the brakes in turn three. Just before the halfway point of the race, Sands overshot turn three, escaping down the exit road. By that time, the top four had such a gap on the rest of the field that Sands didn't lose his fourth-place position; he just lost touch with the leaders and could not make it up. "I was ready to make my move on Chuck and missed the brake lever going in there," said Sands.

Oliver got the lead back from Filice on lap 18 and three laps later, Filice ran it in underneath Oliver in turn three, made the pass and lost the front end, crashing and sliding into the grass. Filice picked it up quickly and rejoined in sixth place. "It was a tough race," said Filice. "It was hot out there. Tires greased up fast. I think (Oliver) let me by and then I let him by. We were just trying to feel each other out. I just was a little too anxious. I wanted to lead again and I was good on the brakes there on him and I just pushed it in there too hard. Lucky that nothing broke. I got back up; I didn't know where I was at and I just charged, every guy I saw in front of me, lapped guy or not. I try not to think about the points at all, and I more or less just try to win the race, every race." It was Filice's eighth podium in nine races.

Immediately after Filice's crash, Sorensen hit Gregg Esser and crashed, highsiding over Esser's bike at the exit of turn four. The leaders had caught the riders contesting seventh place and two of them, Adrian Webb and Greg Esser, clunked together coming out of turn four, forcing Esser wide. When Esser started to come back onto the racing line, he cut in front of Sorensen and they collided, sending Sorensen's front wheel straight up in the air and sending Sorensen to the pavement. Sorensen escaped with a scraped left elbow, but his racing day was over.

Sorensen's crash put Sands in a distant second to Oliver. "I don't think I got the bike set up as well as I should have this weekend," said Sands, who is only doing selected races this season. "I couldn't carry the corner speed that everyone else is carrying. I kept losing the front coming onto the front straightaway probably four or five times real big."

"Any time that Roland shows up, it's guaranteed to be wild," said winner Oliver. "And now that Chuckie's out of the points, he doesn't care anymore, so he rides real hard now. And Jimmy always rides hard. He likes to win; he doesn't care as much about his points as he does winning, and I'm going for the win, too, so it puts a great mix of old guys and young guys. We all have different styles, and we all have our strong points. I was very pleased with the performance we put in this weekend. We've been struggling to make that 2000 Yamaha work on a tight track. We didn't get there this weekend, but we got 80 percent there. We had a lot of speed. The motor was real strong, but any time you're on a short track, horsepower isn't going to help you all that much. There were a couple of times I had to chop the throttle in sixth gear to avoid rear-ending Jimmy or Chuck because my bike was making so much steam, but there was nothing I could do with it."

It took Filice until the second-last lap to get by a race-long battle between Michael Hannas and Don Hough to take third. Hough could have taken fourth, but he tipped over in turn four on lap 27 and Hannas got by before Hough could get remounted. Hannas took fourth, with Hough finishing in fifth. Ty Piz, who got into seventh place on lap 12, was promoted to sixth when Sorensen fell and finished there.

Esser won a tight battle for seventh, with Jeff Leggitt in eighth and Colin Jensen ninth. Ed Sorbo got Webb on the last lap to take the last place in the top 10.

Filice's third place was good enough to keep him in the leads in the points, but Oliver's win brought him within 13 points of Filice for the Championship, 283 to 270.

#### Attack Suzuki Attacks the Field In Lockhart Phillips USA Formula Xtreme

There's no doubt about it; Richard Stanboli of Attack Performance builds some quick, agile GSX-R1000s, and

his riders finished first and second in a highly competitive field in the Formula Xtreme race. Jason Pridmore, returning for his first race since breaking his leg at Road Atlanta, took the win in commanding fashion, with his teammate Tom Kipp holding off a determined Jake Zemke on an Erion Honda for second.

Zemke shot off the line ahead of Kipp and Pridmore at the start of the race. Pridmore got by Kipp for second on lap four with an inside move in turn four, and then went out after Zemke. Within a lap, Pridmore had the lead, and it would be the last time he'd have anyone but a backmarker in front of him.

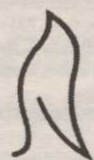
Kipp took second away from Zemke on lap five, and although Zemke hung onto Kipp, he was never able to get past. Zemke had some bad luck with some of the backmarkers later in the race. While Kipp seemed to have all the luck, Zemke would often get stacked up behind one or more lapped riders in the turns, particularly in the esses, collectively known as turn five.

Pole-sitter Damon Buckmaster seemed to have fourth place locked up during the first third of the race, but then on lap nine, his bike suddenly slowed on him. "It blew up on me," said Buckmaster as he walked dejectedly back to his pits after the race. Despite having serious engine problems, Buckmaster stayed out and circulated to the end of the race, finishing in 19th position and collecting a few valuable Championship points.

When Buckmaster slowed, Josh Hayes inherited fourth on the Bruce Transportation Group CBR929RR. Hayes had control of the position for 20 of the 29 laps, but behind him was a train of riders including his teammate Roger Lee Hayden and the Valvoline EMGO Suzuki GSX-R1000s ridden by John Hopkins and Grant Lopez. Hayes' CBR had an electrical problem right from the get-go, the bike missing, and it got worse during the race. Hayden was the first to get by Hayes on lap 21, then Hopkins came by five laps later. Within another lap, Lopez and Aaron Gobert on the Graves Motorsports Yamaha were also by Hayes, and the finishing order was set: Hayden fourth behind Zemke, with Hopkins, Lopez, Gobert and Hayes following.

"Things are getting a lot better," said Zemke, who won the previous round at Brainerd. "For one, I'm 100

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percent healthy again, and that helps out the most. We've done a lot to improve the bike over the whole year, and every time we come to the races it gets better for me."

"Going into the race, I was pretty optimistic," said Kipp, "although I hadn't lapped probably better than sixth-fastest in any given practice session all weekend. We battled a number of set-up problems that we just couldn't seem to overcome. But I felt that we would have a pretty good race set-up and it came down to getting a good start. So I concentrated as much as I could on getting a good start and getting a good first lap, which we did, and I think that played a pretty good role for me."

"I don't even know what to say," said Pridmore, whose left ankle was still the size of a ripe grapefruit. "Suzuki put a lot of faith in me this year and even though (the accident at Road Atlanta) wasn't strictly my fault, it was still in my hand, the old throttle at Atlanta. I felt like I owed them to come back and try to do the best that I could, and I wasn't going to come back until I felt like I could win. I came back here and said, 'I don't know if I can win.' And we won and I can't believe it. I think it just shows the strength of the GSX-R1000. The bike's phenomenal, and it deserves to win every race."

All three of the top riders used Dunlop 501 rear slicks. While both Kipp and Zemke reported that they blistered the tire, Pridmore said that his was consistent from the beginning to the end.

#### Nash Closes Gap In Buell Pro Thunder

Advanced Motorsports' Jeff Nash closed the gap on Pro Thunder points leader Tom Montano at Pikes Peak with his second win of the year. Montano ran into mechanical problems that had him sixth at the end of the race.

Mike Ciccotto took his Hal's Performance Buell to pole position by winning the faster of two heat races to determine grid position. His race time of 4:52.110 over the five laps was not better than the lap record set last year by Mike Smith at 4:49, but it was nearly three seconds faster than the first heat, which was won by Montano on the Munroe Motors Ducati 748.

Ciccotto ran away during the first seven laps of the race, which was then red-flagged when Tim Mitchell's Suzuki SV650 blew its engine. Just before the red flag, Montano slipped from second to fourth, his Ducati preferring to run only in fourth gear.

It's illegal to take a bike into the pits during a red flag, and Montano's crew could not do anything with the bike's transmission on pit lane. When the race resumed, Montano had no choice but to do the best he could with his bike locked in fourth gear.

At the restart, Ciccotto again got out into the lead, but he couldn't pull away the way he did in the first part of the race. Tripp Nobles and David Estok on Don Tilley Buells, and Nash, ran with Ciccotto.

Nobles took the lead away from Ciccotto on lap 13, and Estok and Nash followed on the next two laps. Ciccotto, who was coming back to racing after wrist surgery, had mechanical prob-

lems that were slowing him down. "About the third lap, the electric shifter broke, and that caused some problems for the wrist," explained Estok. "Not having to shift is really nice for the wrist. It started running a little bit hot and then we started getting some oil about six or seven laps from the end. Once that started I just backed it down and brought it home." Nash took second away from Estok on lap 19, but by that time, Nobles was out of reach.

It all came to an end for Nobles with eight laps left, when he was in firm command of the lead. Noble's Buell went to one cylinder on the front straight, and Nobles retired. Nash took over the lead and led Estok and Ciccotto at the line.

"The race was great because I've been slow all weekend long," said Estok. "The only time I can go halfway fast is running behind these guys. That's what I felt the whole weekend, (that) if I could get up on the podium I'd be real happy. We made a couple of changes after the red flag and it made my bike steer a little bit better and a little bit more confident to throw in. Jeff was faster than me. When I tried to do his pace I was coming too close to crashing."

Nash said the win came because "I'm healthy again after having to ride three races with a broken hand," which he suffered in the race at Loudon. The big difference in this race was "Being up with these guys, because these guys are always fast out of the box from the first practice, and that's the thing I tried to achieve, to try to get with Mike so that I can have the confidence to run with him in the race. The Ducati would hold a better line through (turns) one and two and that's where I could really catch those guys every time. The biggest mistake I made early on was just letting the bike get too hot."

Fourth place went to Dr. David Kieffer, M.D., who had a spirited battle with Ricky Lundgren for the entire second part of the race. Montano managed to do 59s with just fourth gear, finishing in sixth. **RW**

#### RESULTS

**CHEVY TRUCKS SUPERBIKE** 1. Nicky Hayden (Hon RC51); 2. Eric Bostrom (Kaw ZX-7RR); 3. Doug Chandler (Kaw ZX-7RR); 4. Mat Mladin (Suz GSX-R750); 5. Steve Rapp (Duc 996); 6. Kurtis Roberts (Hon RC51); 7. Jamie Hacking (Suz GSX-R750); 8. Miguel Duhamel (Hon RC51); 9. Aaron Yates (Suz GSX-R750); 10. Tommy Hayden (Yam YZF-R7); 11. Larry Pegram (Duc 996); 12. Pascal Picotte (H-D VR1000); 13. Andreas Meklau (Duc 996); 47 laps; 14. Michael Smith (H-D VR1000); 47 laps; 15. Mauro Cereda (Suz GSX-R750); 46 laps; 16. Mike Sullivan (Hon RC51); 46 laps; 17. Tony Meiring (Suz GSX-R750); 46 laps; 18. Dean Mizdal (Suz GSX-R750); 46 laps; 19. John Dugan (Suz GSX-R750); 46 laps; 20. Anthony Lupo (Suz GSX-R750); 46 laps; 21. Andrew Deatherage (Suz GSX-R750); 46 laps; 22. Alan Schmidt (Suz GSX-R750); 45 laps; 23. Greg Fryer (Yam YZF-R7); 45 laps; 24. Jason Swan (Suz GSX-R750); 45 laps; 25. Scott Jensen (Suz GSX-R750); 45 laps; 26. Chris Ulrich (Suz GSX-R750); 14 laps, DNF; 27. Ricky Orlando (Suz GSX-R750); 11 laps, DNF; 28. Eric Haugo (Suz GSX-R750); 10 laps, DNF, Race Distance; 48 laps, 63.120 miles; Race Time, 44 minutes, 30.595 seconds; Race Average Speed, 85.297 mph; Victory Margin, 1.055 seconds; Winner's Average Lap Time: 0:55.637.

**CHEVY TRUCKS SUPERBIKE QUALIFYING** 1. Nicky Hayden, 0:53.776, 88.255 mph; 2. Mladin, 0:53.875; 3. Bostrom, 0:53.979; 4. Chandler, 0:54.149; 5. Roberts, 0:54.194; 6. Rapp, 0:54.199; 7. Yates, 0:54.315; 8. Hacking, 0:54.575; 9. Pegram, 0:54.714; 10. Duhamel, 0:54.725; 11. Tommy Hayden, 0:54.839; 12. Picotte, 0:54.852; 13. Meklau, 0:55.052; 14. Smith, 0:55.530; 15. Szoke, 0:56.294; 16. Cereda, 0:56.968; 17. Deatherage, 0:57.334; 18. Sullivan, 0:57.428; 19. Lupo, 0:57.628; 20. Schmidt, 0:57.653; 21. Ulrich, 0:57.664; 22. Mizdal, 0:57.808; 23. Haskovec, 0:57.842; 24. Richie Alexander (Suz GSX-R750), 0:57.912; 25. Ben Spies (Suz GSX-R750), 0:58.061; 26. Orlando, 0:58.079; 27. Dugan, 0:58.208; 28. Fryer, 0:58.377; 29. Meiring, 0:58.487; 30. Swan, 0:58.607.

**CHEVY TRUCKS SUPERBIKE POINT STANDINGS (After 12 of 14 races, all 14 count)** 1. Mladin, 359 points; 2. Bostrom, 344 points; 3. Nicky Hayden, 303 points; 4. Chandler, 292 points; 5. Duhamel, 274 points; 6. Tommy Hayden, 270 points; 7. Hacking, 267 points; 8. Rapp, 246 points; 9. Roberts, 224 points; 10. Meklau, 211

points.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT** 1. Ben Spies (Suz GSX-R750); 2. Jimmy Moore (Suz GSX-R750); 3. Chris Ulrich (Suz GSX-R750); 4. Vincent Haskovec (Suz GSX-R750); 5. Anthony Lupo (Suz GSX-R750); 6. John Dugan (Suz GSX-R750); 7. David Ortega (Suz GSX-R750); 8. Alan Schmidt (Suz GSX-R750); 9. Erik Schnackenberg (Suz GSX-R750); 10. Scott Jensen (Suz GSX-R750); 11. Robb Martin (Yam YZF-R6); 28 laps; 12. Jeremy Chisum (Suz GSX-R750); 28 laps; 13. Justin Blake (Suz GSX-R750); 28 laps; 14. Kurt Marmor (Hon CBR600F4); 28 laps; 15. Martin Sims (Yam YZF-R6); 28 laps; 16. Jason Chisum (Suz GSX-R750); 28 laps; 17. Justin Roetlin (Suz GSX-R600); 28 laps; 18. Donald Blattter III (Yam YZF-R6); 28 laps; 19. Geoffrey Pestes (Yam YZF-R6); 28 laps; 20. Donald Medina, Jr. (Yam YZF-R6); 28 laps; 21. Rick Hogge (Yam YZF-R6); 27 laps; 22. Eric Haugo (Suz GSX-R750); 27 laps; 23. Tony Meiring (Suz GSX-R750); 26 laps; 24. Jeff Bostrom (Suz GSX-R750); 25 laps; 25. Jason Swan (Suz GSX-R750); 18 laps; 26. Jeffrey Tigert (Hon CBR600); 9 laps, DNF; 27. Richie Alexander (Suz GSX-R750); 5 laps, DNF, crash; 28. Stuart Stratton (Yam YZF-R6); 4 laps, DNF, Race Distance, 29 laps, 38.135 miles; Race Time, 27 minutes, 46.517 seconds; Race Average Speed, 82.902 mph; Victory Margin, 2.475 seconds; Winner's Average Lap Time, 0:57.466.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT QUALIFYING** 1. Moore, 0:56.157, 84.299 mph; 2. Spies, 0:56.703; 3. Alexander, 0:56.820; 4. Haskovec, 0:56.961; 5. Ulrich, 0:57.208; 6. Meiring, 0:57.480; 7. Schmidt, 0:57.596; 8. Lupo, 0:57.785; 9. Stratton, 0:57.961; 10. Schnackenberg, 0:58.304; 11. Haugo, 0:58.607; 12. Dugan, 0:58.622; 13. Swan, 0:58.932; 14. Ortega, 0:58.940; 15. Jensen, 0:59.293; 16. Martin, 0:59.296; 17. Blake, 0:59.480; 18. Marmor, 0:59.668; 19. Tigert, 0:59.683; 20. Jeremy Chisum, 0:59.685; 21. Jason Chisum, 0:59.693; 22. Blattter, 0:59.721; 23. Sims, 0:59.804; 24. Bostrom, 0:59.945; 25. Pestes, 0:59.961; 26. Hogge, 1:00.201; 27. Roetlin, 1:00.234; 28. Tyler Wadsworth (Yam YZF-R6), 1:00.379; 29. Medina, 1:00.655.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT POINT STANDINGS (After 9 of 11 races, all 11 count)** 1. Moore, 278 points; 2. Spies, 225 points; 3. Haskovec, 205 points; 4. Alexander, 196 points; 5. Ulrich, 193 points; 6. Meiring, 188 points; 7. Ortega, 166 points; 8. Lupo, 157 points; 9. Schmidt, 152 points; 10. Daigoro Suzuki, 133 points.

**PRO HONDA OILS 600cc SUPERSPORT** 1. Eric Bostrom (Kaw ZX-6R); 2. Anthony Gobert (Yam YZF-R6); 3. Aaron Yates (Suz GSX-R600); 4. Tommy Hayden (Yam YZF-R6); 5. Jamie Hacking (Suz GSX-R600); 6. Miguel Duhamel (Hon CBR600F4); 7. Jake Zemke (Hon CBR600F4); 8. Josh Hayes (Hon CBR600F4); 9. Aaron Gobert (Yam YZF-R6); 10. Roger Lee Hayden (Hon CBR600F4); 11. Vincent Haskovec (Suz GSX-R600); 12. David Ortega (Suz GSX-R600); 28 laps; 13. Tyler Wadsworth (Yam YZF-R6); 28 laps; 14. Robert Christman (Yam YZF-R6); 28 laps; 15. Matt Zurbuchan (Yam YZF-R6); 28 laps; 16. Jeffrey Tigert (Hon CBR600); 28 laps; 17. Justin Roetlin (Suz GSX-R600); 28 laps; 18. Rick Hogge (Yam YZF-R6); 28 laps; 19. Jason Chisum (Kaw ZX-6R); 28 laps; 20. Robb Martin (Yam YZF-R6); 27 laps; 21. Justin Blake (Hon CBR600F3); 27 laps; 22. Donald Medina, Jr. (Yam YZF-R6); 21 laps; 23. Martin Sims (Yam YZF-R6); 20 laps; 24. Geoffrey Pestes (Yam YZF-R6); 16 laps; 25. Paul Nafziger (Yam YZF-R6); 13 laps; 26. John Hopkins (Suz GSX-R600); 13 laps, DNF, crash; 27. Kurt Marmor (Hon CBR600F4); 8 laps; 28. Stuart Stratton (Yam YZF-R6); 6 laps; 29. Gregory Glennie (Yam YZF-R6); 4 laps; 30. Donald Blattter III (Yam YZF-R6); 3 laps; 31. Kurtis Roberts (Hon CBR600F4); 3 laps, DNF, crash, Race Distance, 29 laps, 38.135 miles; Race Time, 27 minutes, 31.154 seconds; Race Average Speed, 83.145 mph; Victory Margin, 1.134 seconds; Winner's Average Lap Time, 0:56.936.

**PRO HONDA OILS 600cc SUPERSPORT QUALIFYING** 1. Roberts, 0:55.755, 84.907 mph; 2. Anthony Gobert, 0:55.831; 3. Bostrom, 0:55.895; 4. Tommy Hayden, 0:56.018; 5. Hacking, 0:56.158; 6. Hayes, 0:56.338; 7. Duhamel, 0:56.426; 8. Hopkins, 0:56.485; 9. Yates, 0:56.581; 10. Zemke, 0:56.660; 11. Aaron Gobert, 0:56.881; 12. Roger Lee Hayden, 0:56.972; 13. Haskovec, 0:57.831; 14. Elton Curry (Yam YZF-R6); 0:58.037; 15. Stratton, 0:58.517; 16. Martin, 0:58.586; 17. Nafziger, 0:58.793; 18. Hogge, 0:59.797; 19. Zurbuchan (Yam YZF-R6); 0:58.814; 20. Ortega, 0:59.036; 21. Wadsworth, 0:59.046; 22. Tigert, 0:59.055; 23. Christman, 0:59.498; 24. Glennie (Yam YZF-R6); 0:59.710; 25. Blake, 0:59.731; 26. Marmor, 0:59.869; 27. Blattter, 0:59.909; 28. Sims, 0:59.911; 29. Jason Chisum, 1:00.130; 30. Medina, 1:00.452.

**PRO HONDA OILS 600cc SUPERSPORT POINT STANDINGS (After 9 of 11 races, all 11 count)** 1. Bostrom, 261 points; 2. Duhamel, 230 points; 3. Anthony Gobert, 229 points; 4. Tommy Hayden, 214 points; 5. Hayes, 191 points; 6. Zemke, 172 points; 7. Hacking, 159 points; 8. Yates, 154 points; 9. Hopkins, 152 points; 10. Aaron Gobert, 140 points.

**MBNA 250cc GRAND PRIX** 1. Rich Oliver (Yam TZ250); 2. Roland Sands (Yam TZ250); 3. Jimmy Filice (Yam TZ250); 4. Michael Hannas II (Yam TZ250); 5. Don Hough (Yam TZ250); 6. Ty Piz (Yam TZ250); 7. Greg Esser (Hon RS250); 28 laps; 8. Jeffrey Leggett (Hon RS250); 28 laps; 9. Colin Jensen (Apr RSR250); 28 laps; 10. Ed Sorbo (Yam TZ250); 28 laps; 11. Adrian Webb (Yam TZ250); 28 laps; 12. Cory West (Yam TZ250); 28 laps; 13. Perry Melneciu (Yam TZ250); 28 laps; 14. Roy De Groot (Yam TZ250); 28 laps; 15. T. Russell Strobbridge (Yam TZ250); 28 laps; 16. John France (Hon RS250); 27 laps; 17. Andy Edwards (Yam TZ250); 27 laps; 18. William Whelan (Yam TZ250); 27 laps; 19. Sean Wray (Yam TZ250); 26 laps; 20. Chuck Sorensen (Yam TZ250); 21 laps, DNF, crash; 21. Simon Turner (Yam TZ250); 5 laps, DNF; 22. Ed Marchini (Yam TZ250); 1 lap, DNF, Race Distance, 29 laps, 38.135 miles; Race Time, 27 minutes, 35.991 seconds; Race Average Speed,

82.908 mph; Victory Margin, 4.539 seconds; Winner's Average Lap Time, 0:57.100.

**MBNA 250cc GRAND PRIX HEAT RACE ONE** 1. Filice; 2. Sands; 3. Hough; 4. Hannas; 5. Melneciu; 6. West; 7. Sorbo; 8. Leggett; 9. Piz; 10. Webb; 11. Edwards. Race Distance, 5 laps, 6.575 miles; Race Time, 4 minutes, 44.402 seconds; Race Average Speed, 83.227 mph; Victory Margin, 0.211 second; Winner's Average Lap Time, 0:56.880.

**MBNA 250cc GRAND PRIX HEAT RACE TWO** 1. Oliver; 2. Sorensen; 3. Turner; 4. Marchini; 5. Jensen; 6. Esser; 7. De Groot; 8. Strobbridge; 9. France; 10. Whelan; 11. Wray; 4 laps, Race Distance, 5 laps, 6.575 miles; Race Time, 4 minutes, 45.500 seconds; Race Average Speed, 82.907 mph; Victory Margin, 0.062 second; Winner's Average Lap Time, 0:57.100.

**MBNA 250cc GRAND PRIX POINT STANDINGS (After 9 of 11 races, all 1 count)** 1. Filice, 284 points; 2. Oliver, 270 points; 3. Hannas, 225 points; 4. Melneciu, 201 points; 5. Turner, 195 points; 6. Sorensen, 179 points; 7. Sorbo, 154 points; 8. Esser, 150 points; 9. Ty Piz, 148 points; 10. France, 134 points.

**BUELL PRO THUNDER** 1. Jeffrey Nash (Duc 748RS); 2. David Estok (Buell 1200); 3. Mike Ciccotto (Buell 1200); 4. Dr. David Kieffer, M.D. (Duc 748); 5. Ricky Lundgren (Duc 748); 6. Thomas Montano (Duc 748); 7. Benjamin Fox (Duc 748); 8. Mike Krynock (Duc 748); 9. Charlie Hewett (Duc 748); 10. Tom Chauncey (Duc 748); 28 laps; 11. Calvin Sprenger (Duc 748); 28 laps; 12. Peter Monson (Suz SV650); 27 laps; 13. Dale Pestes (Duc 748); 26 laps; 14. Tripp Nobles (Buell 1200); 20 laps, DNF, mechanical; 15. Charles Sipp (Buell 1200); 6 laps, DNF; 16. Robert Bradlaw (Suz SV650); 5 laps, DNF; 17. Tim Mitchell (Suz SV650); 5 laps, DNF, mechanical. Race Distance, 29 laps, 38.135 miles; No average race times or speeds due to red flag.

**BUELL PRO THUNDER HEAT RACE ONE** 1. Montano; 2. Nobles; 3. Estok; 4. Kieffer; 5. Bradlaw; 6. Hewett; 7. Monson; 8. Sprenger; 9. Sipp. Race Distance, 5 laps, 6.575 miles; Race Time, 4 minutes, 54.845 seconds; Race Average Speed, 80.279 mph; Victory Margin, 0.073 second; Winner's Average Lap Time, 0:58.969.

**BUELL PRO THUNDER HEAT RACE TWO** 1. Ciccotto; 2. Nash; 3. Lundgren; 4. Fox; 5. Krynock; 6. Mitchell; 7. Chauncey; 8. Pestes; 9. Peter Bohlig (Suz SV650). Race Distance, 5 laps, 6.575 miles; Race Time, 4 minutes, 52.110 seconds; Race Average Speed, 81.031 mph; Victory Margin, 0.746 seconds; Winner's Average Lap Time, 0:58.422.

**BUELL PRO THUNDER POINT STANDINGS (After 8 of 11 rounds, best 9 of 11 count)** 1. Montano, 242 points; 2. Nash, 218 points; 3. Estok, 190 points; 4. Ciccotto, 185 points; 5. TIE, Krynock/Nobles, 131 points; 7. Hewett, 126 points; 8. Dean Mizdal, 99 points; 9. Lundgren, 96 points; 10. Kieffer, 94 points.

**LOCKHART-PHILLIPS USA FORMULA XTREME** 1. Jason Pridmore (Suz GSX-R1000); 2. Tom Kipp (Suz GSX-R1000); 3. Jake Zemke (Hon CBR929RR); 4. Roger Lee Hayden (Hon CBR929RR); 5. John Hopkins (Suz GSX-R1000); 6. Grant Lopez (Suz GSX-R1000); 7. Aaron Gobert (Yam YZF-R1/R7); 8. Josh Hayes (Hon CBR929RR); 9. Mark Miller (Hon CBR929RR); 10. Mauro Cereda (Suz GSX-R750); 11. John Dugan (Suz GSX-R750); 12. Douglas Vickery (Yam YZF-R1); 28 laps; 13. Jeffrey Ahner (Suz GSX-R1000); 28 laps; 14. Ricky Orlando (Suz GSX-R1000); 28 laps; 15. Eric Haugo (Suz GSX-R750); 28 laps; 16. Scott Jensen (Suz GSX-R750); 28 laps; 17. Robert Christman (Suz GSX-R1000); 28 laps; 18. Ricky Lundgren (Duc 748); 28 laps; 19. Damon Buckmaster (Yam YZF-R1/R7); 27 laps; 20. Travis Graham (Yam YZF-R1); 27 laps; 21. Dr. David Kieffer, M.D. (Duc 748); 18 laps, DNF; 22. Benjamin Fox (Duc 748); 7 laps, DNF; 23. Thomas Montano (Duc 748); 1 lap, DNF; Race Distance, 29 laps, 38.135 miles, Race Time, 27 minutes, 4.206 seconds; Race Average Speed, 84.525 mph; Victory Margin, 5.004 seconds; Winner's Average Lap Time, 0:56.007.

**FORMULA XTREME QUALIFYING** 1. Buckmaster, 0:55.329, 85.561 mph; 2. Pridmore, 0:55.355; 3. Hayes, 0:55.432; 4. Zemke, 0:55.467; 5. Hayden, 0:55.500; 6. Kipp, 0:55.692; 7. Hopkins, 0:55.890; 8. Gobert, 0:55.909; 9. Lopez, 0:56.088; 10. Miller, 0:56.498; 11. Cereda, 0:57.530; 12. Vickery, 0:57.581; 13. Montano, 0:57.660; 14. Orlando, 0:57.666; 15. Jeffrey Nash (Duc 748RS), 0:58.082; 16. Dugan, 0:58.127; 17. Mike Ciccotto (Buell 1200); 0:58.346; 18. Ahner, 0:58.367; 19. Tony Meiring (Suz GSX-R750); 0:58.658; 20. Haugo, 0:59.126; 21. Christman, 0:59.357; 22. Dennis Burke (Suz GSX-R1000); 0:59.442; 23. Jensen, 0:59.564; 24. Graham, 0:59.597; 25. Lundgren, 1:00.110; 26. Kieffer, 1:00.893; 27. Jeff Bostrom (Suz GSX-R750); 1:01.296; 28. Fox, 1:01.548.

**FORMULA XTREME POINT STANDINGS (After 8 of 10 races, all 10 count)** 1. TIE, Buckmaster/Hopkins, 229 points; 3. Lopez, 200 points; 4. Zemke, 197 points; 5. Hayes, 191 points; 6. Gobert, 182 points; 7. TIE, Hayden/Miller, 160 points; 9. Kipp, 124 points; 10. Pridmore, 74 points.



**Yoshimura Suzuki's Aaron Yates** was back in racing action at Pikes Peak after crashing out of the lead in the Superbike



race at Laguna Seca and breaking his wrist. Yates, who had tested at Virginia International Raceway the week before, said, "I was doing real good until I fell at VIR. I found out I had broken a toe from it." Yates, who was away from racing for more than a month said, "When I was gone I couldn't even watch the races on TV, I was so bummed."

**AMA 250cc Grand Prix** competitor Corey West has come under the wing of three-time 500cc World Champion Kenny Roberts. "I got to go to his ranch the week before Sears Point and played on the XR100s," said West. "He (Roberts) is trying to find me a ride sooner or later, most likely after this race. It will be the same plan as with Kurtis. He's trying to find me a ride in the U.S. at the moment, we haven't even talked about going overseas. He's also helping me with my riding. I usually call him after the heat race. He was at Brainerd and I had a problem with turn six. He watched me go through the turn and told me what to do and it improved my line drastically. I haven't signed any agreements with Kenny, and he wants to keep it low key for now."

**Yamaha's Anthony Gobert** has decided to lay off the Superbike races for now and concentrate on the 600cc class instead. Gobert, who broke his wrist in a crash during practice at Loudon, said, "The plan now is to just do the 600cc. My wrist is at the stage where if I ride both classes it stiffens up. It's been hampering me in the 600cc class. By the end of Saturday night I'm in a lot of pain, and by Sunday my wrist is done. If I eliminate Superbike, I'm fresh for the 600cc. I really want to get back up to the front." Coming into Pikes Peak, Gobert was third in 600cc Supersport points standings, and 18th in Superbike points.

**Corona Extra EBSCO Suzuki's Jimmy Moore** was scalded when the water reservoir on his GSX-R overflowed while he was sitting on pit lane during the 600cc Supersport practice on Friday afternoon. Moore suffered second-degree burns on the inside of his right thigh. Moore raced in the 750cc Supersport race on Saturday afternoon, and said he was not in very much pain by that time, although, he reported, his leg "looked like pizza."

**At the end of qualifying** on Friday, lap times in both the Superbike and Formula Xtreme classes were slower than last year. Graves Motorsports' Damon Buckmaster earned the pole for the Formula Xtreme class with a best lap at 55.329 seconds, but the record is a 54.730, set by Kurtis Roberts last year. Asked if it was the heat of the track that was keeping lap times slower, Buckmaster said he thought it was the fact that last year there was practice on Thursday, whereas this year there was no Thursday practice, and during that practice rubber was laid down that helped with grip.

**Attack Suzuki's Jason Pridmore** was back racing for the first time at Pikes Peak since breaking his ankle in a crash at Road Atlanta. Although Pridmore said he felt good, his left ankle was still swollen and purple, and he was walking with a distinct limp. "I wasn't expecting to do as good as I did," said Pridmore. "I'm back a-month-and-a-half before I thought I would be, even before Dr. (Arthur) Ting thought I'd get back. I couldn't have done it without my personal trainer, Dave York of Gold's Gym in Ventura, California. I owe everything to him for getting me back in shape so fast. My left ankle is my main problem. I've still got a lot of hardware in there that won't come out until next May."

**Yoshimura Suzuki's Mat Mladin**, who had won the pole for every Superbike race prior to Colorado, said at Pikes Peak, "I'm

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## AMA Pikes Peak

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really not interested in pole position. I'm definitely not going to put as much effort in for the next few (races) as what I have, because the race is a lot more important at this stage. If I can bang a tire in right at the end (of qualifying) in a few minutes and get a lap and that's good, we'll take it."

**On Friday after the first qualifying session**, Mladin was fairly convinced that he would not go under the lap record of 54.009 seconds that he set two years ago. "If the weather stays (hot) like this I highly doubt it. Two years ago it was probably 55 degrees when we set the qualifying record. It makes a big difference at a place like this. The qualifying tire out there today felt like a race tire a couple of years ago. The track is greasy, really greasy." Track conditions cooled for Saturday qualifying, and Mladin, Eric Bostrom and Nicky Hayden all went under the track record.

**Mladin said that when he qualifies**, he normally tries to do just one quick lap, no matter how many laps the qualifying tire is good for. "I normally only do one lap," he said. "If you don't do your quickest time on a qualifier on the first lap, you've wasted it. That's how they work."

**Mladin said going in that there** probably wouldn't be any team strategy in the Superbike race because, "We always have a problem in this team that the teammates really don't like to listen. Last year Aaron (Yates) was told not to be in front of me, and we ended up getting the Rogaine Hair Raising Moment in the last turn. If that's teammate strategy, then obviously it doesn't work very well. I don't want to complain about it, but when you're told before the race (that) Suzuki and Yoshimura need to win a Championship, you listen, because sometimes it's going to come around and bite you in the butt if you don't."

**Asked about tires at Pikes Peak**, Mladin said "There's no racetrack in this country harder on tires than this racetrack, even Daytona. Obviously we use a little harder tire at Daytona, but for the tires we get to use, this track is the worst by far. You're never on the center of the tire—never. You're always just off that left side or over the left side. If you want to get the most out of it, you can back off a half-second and make a soft tire last, but it's not going to cut it." On the subject of dual-compound tires, Mladin said, "I don't think anybody likes them. They're a necessity for racing places like this, so that's why we have to use them. But grip-wise, they don't offer anything. Ten laps into the race, we're just all over the place."

**Multi-time 250cc Grand Prix Champion** Rich Oliver unveiled the new Rich Oliver Replica Shoei helmet at Pikes Peak. The helmet, designed by Troy Lee Designs, features World War II Mustang fighter planes on each side. The helmet should be available for purchase by the middle of next year. "This is a big step for me," said Oliver of the significance of having a replica helmet in the Shoei line.

**According to Attack Suzuki's Jason** Pridmore, being nervous before a race is not always a bad thing. About the crash at Road Atlanta that laid him off for three months, Pridmore said, "I think one of the problems at Atlanta with me was I wasn't even nervous for that race. I'd fallen off the day before and broke a collarbone, and I went into the race thinking I'm just going to score some points and ride around. Whenever that happens, something bad usually happens, and that's what happened to me." **RW**

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Competition, explained, "The key issue here is appropriateness. In a setting such as a press conference, racers serve as spokespersons for our sport. Their attitudes, actions and words have great impact on the general public, many of whom are youngsters coming up in our sport. It is important for all concerned with motorcycle racing to conduct themselves in a manner that reflects positively on our sport."

Meanwhile, **AMA Pro Racing** has created a system for riders, mechanics and team owners to comment on proposed rules before they take place, but without any mechanism for riders, mechanics and team owners to actually propose rule changes. Rule changes proposed for the 2002 season by AMA Pro Racing staffers were posted on the AMA website on September 14, and credential holders could use a special section of the site (at [www.amaproracing.com/ridersonly](http://www.amaproracing.com/ridersonly)) to comment for 30 days following the posting. The proposed changes were also printed out and mailed to credential holders for review and comment.

According to an **AMA Pro Racing** press release, "The catalyst for this newly formalized means of active communication is an outgrowth of a six-month consulting study by former Indy Racing League executive director Leo Mehl for the expressed purpose of enhancing consensus and participation within the racing community. Mehl gathered input from participants of each AMA Pro Racing discipline and melded that with the best practices from other race sanctioning bodies in his recommendations." The cost of contracting Mehl to figure out the new procedure has not been disclosed by AMA Pro Racing officials.

The proposed **AMA road racing** rule changes for 2002 do not include restoration of unrestricted Thursday practice, as requested by petitions signed by racers, mechanics and team owners at Mid-Ohio and Loudon. The proposed rule changes do include using staggered grid positions; changing the jump start rule so that a rider's front axle must not cross the grid line prior to the green light; banning refueling on the grid after the warm-up lap; allowing riders who are in the top 10 in points currently or in the previous season one provisional start in each class in which they hold top-10 status; limiting red-flag restarts on a spare bike to the first two laps of a Superbike race; changing the color and deployment procedure for pace car flags to avoid confusion; allowing the use of aftermarket air filters in Supersport classes; allowing removal or modification of the thermostat in Supersport classes; opening up 750cc Supersport to 600cc-750cc four-stroke liquid-cooled Twins and 700cc-1350cc four-stroke air-cooled Twins, with Twins allowed the same engine and chassis modifications currently allowed in Pro Thunder, including the Pro Thunder minimum weight of 380 pounds; and requiring fluid containment fairings on 250cc Grand Prix racebikes. If enacted, the rules will take place January 1, 2002.

At the company's **September 19-20** dealer convention, American Honda announced its 2002 road racing teams, with Nicky Hayden and Miguel Duhamel both concentrating on AMA Superbike only; AMA Supersport and Formula Xtreme racing will be handled by Erion Racing with Kurtis Roberts competing in 600cc Supersport on an Erion CBR600F4i and in Superbike on an Erion RC51. World Superbike refugee

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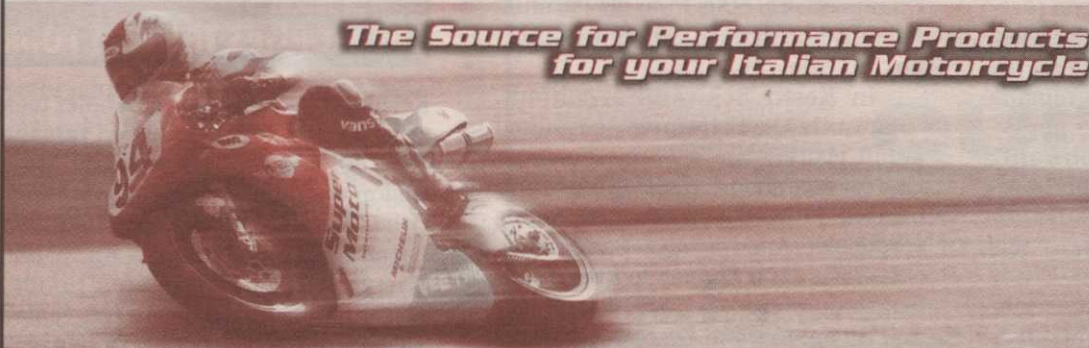
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# October/November 1991

**S**cott Russell was the cover boy for *Roadracing World & Motorcycle Technology's* October/November 1991 issue. Russell was photographed riding his #22 Muzzy Kawasaki ZX-7R Superbike complete with fresh air intake tubes running through the top of the fuel tank. Russell was sporting an AGV helmet with an early version of the feather headdress paint scheme that he would later make famous.

Inside the 71-page issue, then Grand Prix Editor (now Red Bull Yamaha 500cc Grand Prix Team Manager) Peter Clifford gave us a look inside Fort Dunlop in England and how racing tires are made.

Dean Adams did an interview with Russell concerning his jump to World Superbike racing, and Russell talked about how he was starting to look at the financial side of racing because he was "not getting any younger." Russell went on to say, "I first thought I could get someplace with racing probably the end of '87 or the beginning of 1988 when I got some help. John (Ulrich) got some bikes for me and kind of got it rollin' there."

Data acquisition systems on race-bikes were the newest thing. Clifford wrote a piece about the system on the Wayne Rainey's Team Roberts Yamaha YZR500. The technology was important enough that Kevin Schwantz made it a requirement for him to resign with Lucky Strike Suzuki for 1992-1993, according to an article written by Michael D. Green. Tracy Hagan also wrote an article describing Muzzy Kawasaki's data acquisition system.

In race reporting, this semi-monthly issue of *Roadracing World* contained four GPs worth of good stuff. Rainey took his fifth win of the 1991 season at Mugello over, who else, Schwantz, Mick Doohan, Wayne Gardner, Niall MacKenzie and John Kocinski. Doug Chandler finished ninth on a Yamaha. Eddie Lawson parked the Cagiva V591 after struggling with a bad front tire for 14 laps. Luca Cadalora won the 250cc race with Pier Francesco Chili eighth and Max Biaggi 12th. German Peter Oettl won the 125cc Grand Prix on a Nico Bakker-framed Rotax. Loris Capirossi was second to Oettl. In Peter Clifford's Race Notes, Eddie Lawson denied rumors that he was even considering leaving Cagiva to race cars.

One week later, Rainey drew even closer to the 500cc World Championship with another win at Brno, beating Doohan, Kocinski, Gardner and Schwantz. Lawson took eighth with Chandler 10th. Another German won the 250cc GP with Helmut Bradl taking the win on a Honda over Carlos Cardus and Cadalora. Alex Crivillé finished fifth, Paulo Casoli was eighth, and Alberto Puig was 14th in the 250cc race. Alex Gramigni won the 125cc race on a Honda, beating Capirossi.

Schwantz won the next GP, his fifth of the season, at LeMans in France, but it was too little, too late. Rainey clinched

his second consecutive 500cc World Championship with a third. Doohan was second in the race with pole-sitter Kocinski fourth and Chandler seventh. Lawson did not start the race due to breaking the scaphoid bone in his left wrist during practice. Bradl again won in the 250cc class over Cardus, but Cadalora's third was enough to give him and Erv Kanemoto the 250cc World Championship. Chili was seventh, Casoli was 10th and Puig 11th. There were no 125s at Le Mans.

The final 1991 500cc Grand Prix Standings were: 1. Rainey, Yamaha; 2. Doohan, Honda; 3. Schwantz, Suzuki; 4. Kocinski, Yamaha; 5. Gardner, Honda; 6. Lawson, Cagiva; 7. Juan Garriga, Yamaha; 8. Didier de Radigues, Suzuki; 9. Chandler, Yamaha; 10. Jean-Phillipe Ruggia, Yamaha.

ROC and Harris announced at Le Mans that they would begin selling complete 500cc racers with current-spec Yamaha engines for \$119,000 each. Also at LeMans, Schwantz signed a two-year deal to stay with Suzuki. Australian Darryl Beattie was at LeMans looking to move up to World Championship 500s from his Formula One and Japanese 500cc Championship ride.

In Kevin Schwantz's column, "Schwantz On Schwantz", he talked about visiting the Williams Formula One car race shop and seeing the team's own wind tunnel complete with rolling road inside. After racing at San Marino, Schwantz got a chance to drive a 58-foot, 2000-horsepower, \$2 million yacht and a Lambourgini Diablo. Schwantz thought that the Lambourgini was nicer than the Ferrari F40 he had driven previously. Schwantz's column ended with him breaking his hand pretty badly in testing for the final Grand Prix in Malaysia.

Rainey also crashed at the same test in Malaysia, breaking his right femur, among other things. Rainey was repaired by none other than Dr. Arthur Ting. Schwantz had surgery done by a Houston specialist who worked with the Houston Oilers football team.

With Rainey, Lawson and Schwantz missing from the final GP of the season at Shah Alam, John Kocinski took his first 500cc win over Gardner and Doohan. Chandler pulled out of the race early with an out-of-round tire. Cadalora put an exclamation point on his 250cc Championship with a race win. Crivillé was sixth, Puig seventh, and Chili eighth in the final 250cc GP. Capirossi won the 125cc race in Malaysia. In Peter Clifford's Race Notes from Malaysia, Aprilia announced the signing of Loris Reggiani and Massimiliano Biaggi for 1992.

This issue of *Roadracing World* also carried coverage of the Suzuka 8-Hour race. Doohan and Gardner took pole position with a 2:13.925 and won the race on a 304-pound, Michelin-shod Honda RVF750 (RC30) despite flipping the shifter linkage at every pit stop.

# ROADRACING WORLD

& MOTORCYCLE TECHNOLOGY

Vol. 1, No. 10 October/November 1991 \$2.00

Scott Russell Heads For World Superbike IN SEARCH OF GREEN

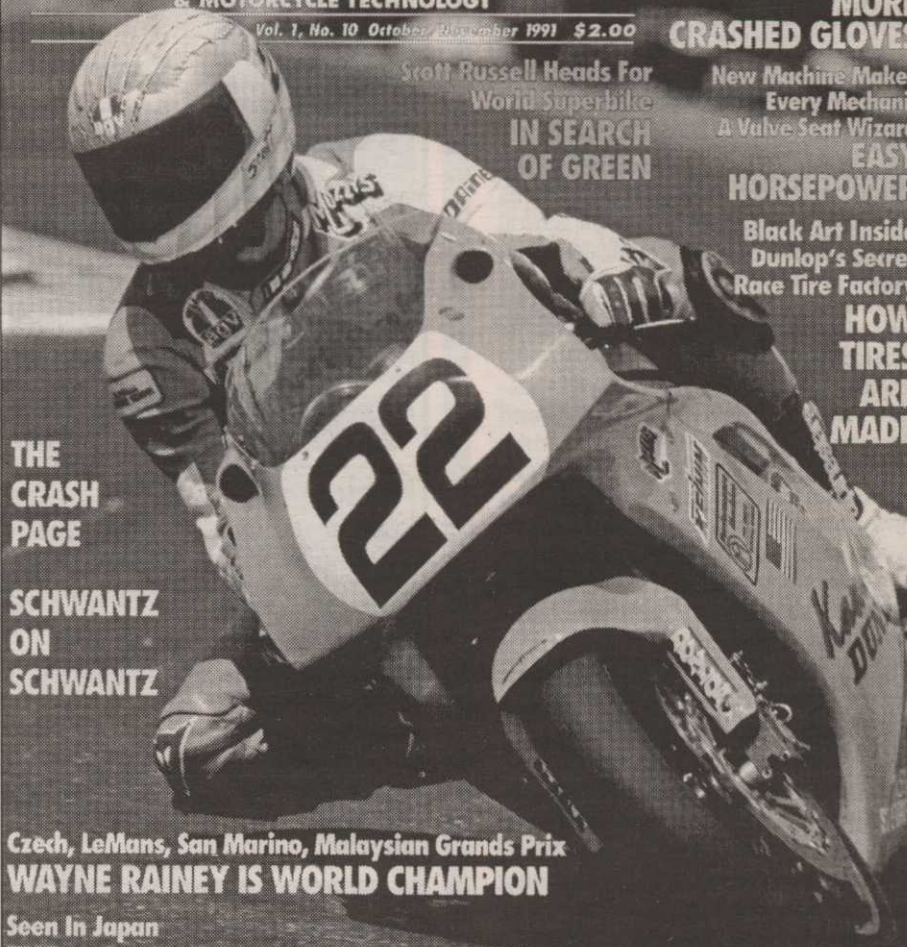
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CRASHED GLOVES



THE CRASH PAGE

SCHWANTZ ON SCHWANTZ

Czech, LeMans, San Marino, Malaysian Grands Prix  
**WAYNE RAINEY IS WORLD CHAMPION**

Seen In Japan  
**THE WORLD'S TRICKEST FOUR-STROKES**

Kevin McGee and Doug Chandler took second on a Dunlop-equipped Yamaha YZF750, and Carl Fogarty and Steve Hislop on another Honda were third. Other notables in the race included Aaron Slight in sixth on a Kawasaki, Darryl Beattie seventh on a Honda, Tom Kipp ninth on an air/oil-cooled Suzuki GSX-R750, Miguel Duhamel (a World Endurance regular in 1991) 12th on a Kawasaki, Andrew Stroud 13th on a Honda RC30, Noriyuki Abe 19th on a Kawasaki, Peter Goddard 22nd on a Yamaha, Thomas Stevens and Larry Schwarzbach 50th on a Yamaha OW01, and Dale Quarterley 54th on a Honda RC30.

In a article running down the new technology shown on the Suzuka 8-hour bikes, the trickiest new things found were special frames, hollow axles, NACA air ducts in windscreens, dry clutches, eccentrics to adjust swingarm pivot height, chain sliders on the swingarms, and fresh-air induction tubes leading to sealed carbon-fiber airboxes.

In domestic racing, Scott Russell, on a Muzzy Kawasaki ZX-7R, beat Miguel Duhamel, on a Commonwealth Honda RC30, and Thomas Stevens, on a Vance & Hines Yamaha OW01, at Texas World Speedway. Freddie Spencer was battling for the lead with Russell and Duhamel before slowing his Two Brothers Racing Honda RC30 with blistered tires. The interesting thing was that Two Brothers was sponsored by Bridgestone but Spencer, who was not paid a salary by Two Brothers Racing, was buying his own Michelins. The AMA season finale would come at the next round on a street course in Miami, Florida.

In 250cc action at Texas World,

Chris D'Alusio beat Jimmy Filice, Jon Cornwall, Rick Kirk, Danny Walker and Nick Ienatsch. Kirk won the 600cc Supersport race on a Honda CBR600F2 when Duhamel crashed in turn four. Mike Baldwin, filling in for the injured Steve Crevier, was second, Tripp Nobles third, Tom Kipp fourth, and Honda CBR600F2s filled at least the top 12 spots. Russell also won the 750cc Supersport race over Suzuki-mounted Britt Turkington and Tripp Nobles.

In the EBC Brakes AMA/CCS Endurance Challenge, John Hopperstad, Chris Gardner and Danny Walker won the overall race and GTO division as Gold Hill Racing on a Yamaha FZR1000/OW01 hybrid. Second place went to Rick Kirk and Dave Sadowski (Team Mad Dog) on a similar bike. Yamaha of Jacksonville's Dean Mizdal and Jeff Heino were third on a Yamaha FZR1000. Fourth went to Team OTS' Joe Brett Williams, Frank Klementich and Colin Edwards on a Honda RC30.

Photographers at the Texas World AMA National were threatened with being shot by armed security guards if they did not stay behind the spectator fencing. Armed guards also protected the press tower and VIP suites along pit lane.

In regional racing action, Gold Hill Racing's Christian Gardner won the first-ever Utah Grand Prix at Bonneville Raceway on a Yamaha OW01.

In GP/PRO racing at Bridgehampton, Gerald Rothman and Jim Leslie won most of the races between them. Jimmy Adamo won in Heavyweight Production Twins Expert, and Eric Wood won in Middleweight Production Twins Expert.

Brothers Sam and Phil McDonald took the Hallett Racing Club overall



endurance race win on a Yamaha FZR600 at Hallett Motor Racing Circuit.

Shawn Roberti won just about everything with OMRRA at Portland International Raceway. Jim Randolph took second in 450cc Production on a Yamaha FZR400, and future AMA 250cc GP tuner Todd Bowman was sixth in 600cc Superbike on a Honda RS250.

In WERA racing at Talladega, Billy Eisenacher was the man winning several races. The future owner of G.M.D. Computrack Atlanta, Kent Soignier, won Clubman Expert and Formula III on a Honda 250 with future tuner Johnny Hodgkiss taking third in Formula III on a Yamaha 250. Michelin tire distributor Walt Schaefer won the Vintage Two race on a Harley-Davidson 750.

When AMA/CCS came back to Talladega, Eisenacher was still the man to beat on his Honda CBR600F2, but some hot Amateurs were emerging. Brian Gibbs took several third and fourth-place finishes on a Honda CBR600, and future Clear Channel Motorsports executive Kenny Abbott won Lightweight Superbike on a Yamaha FZR400.

Gerald Rothman was the top dog racing with the Loudon Road Racing Series, winning most of the big races on his Kawasaki ZX-7R. Jerry Wood won Heavyweight Supertwins Expert on a Ducati 900SS and Middleweight Production Twins Expert on a Kawasaki EX500. Eric Wood took second in Lightweight Production Expert on a Kawasaki 500, and younger brother Jeff Wood took second in Middleweight Production Twins Novice on an EX500.

Future suspension tuner Robert Zerbisias won an AMA/CCS Middleweight Superbike Expert at Roebing Road the same weekend that Jamie Bowman took second in Middleweight Superbike Amateur and third in Solo GTO Amateur on a Honda CBR600.

When WERA went to Grattan Raceway in Michigan in June of 1991, Fritz Kling, Dean Hayes, Thomas Wilson and Steve Patterson took home most of the trophies. When WERA came back in July, the same Experts were on top but Novice Reuben Frankenfield won D Superbike and Formula Two while finishing second in C Superbike on a Yamaha FZR400.

In New Mexico Sport Bike Association (NMSBA) Sprints at R. J. Schaefer Racetrack in Albuquerque, New Mexico, future GP Tech Yamaha team owner Geoffrey Maloney won four classes on his Honda CR80.

Inside Info featured photos of the new 1992 Suzuki GSX-R600. Also in Inside Info, there was a piece on a new invention by an Australian company called Airfence. "A patented inflatable safety barrier to protect crashed riders from impacts with solid objects." The price then was \$1860 per 30-foot section.

In the want ads, a 1991 Suzuki GSX-R750 equipped with a Fox shock, "limited-edition" fork, and Yoshimura exhaust could be had for \$5500. A 1990 Yamaha FZR600 streetbike with a Vance & Hines exhaust was being offered for \$3700.

On the Crash Page, we showed Jamie James lowsiding at Mid-Ohio, Pascal Picotte crashing at Duex Montagnes in Canada, and Mike Luke falling at Moroso Motorsports Park. **RW**

## Roberts

continued from page 15

"I never even worry about that," says Roberts, while conceding that the pace wasn't that hot. But at the end of the day, it's victory that counts, not speed, as Mike Hailwood once famously said, "You only need to win the race at the slowest-possible speed."

Obviously, it wasn't Roberts' fault that the pace wasn't so fast in 2000, and he did enough to beat all of his rivals, even though he certainly enjoyed no machinery advantage.

"I did exactly what I knew I'd have to do to win it," he adds. "If we'd been pushed more we may not have won it. I mean I rode as hard as I could ride with the level we were at. During 2000 there were races where I was sixth, this year I got eight or ninth at those races and that's the way it is."

All that Roberts really cares about is that he did win the title before the 500cc World Championship disappeared, to be replaced by the new four-stroke series. As the son of King Kenny, who became America's first 500cc World Champ when he took back-to-back-to-back crowns in 1978, 1979 and 1980, little Kenny grew up dreaming of being 500cc king.

"If I hadn't won the Championship I wouldn't be looking forward to the change to four-strokes because my dream was to be 500cc World Champion. I've never had a problem adapting to a bike, so I've absolutely no worries about switching and I'm embracing the four-stroke deal more and more. A racing motorcycle has got two wheels and it needs feel, so long as it's got that, you can ride it. Plus four-strokes tend to be easier to ride, anyway."

In fact Roberts started his road racing career in 1990 aboard a four-stroke FZR400 but he's not raced a 'diesel' since he rode a factory YZF750 at the 1993 Suzuka 8-Hours. If he does stay with Suzuki, he'll start testing the factory's XREO four-stroke some time next year, with a view to racing the bike in 2003, a year after Yamaha's M1 and Honda's RCV enter the fray. **RW**

### How The 500cc Pace Jumped In 2001

#### Japanese GP, Suzuka

2000 1st Norick Abe, 45:16.657; 2nd Roberts, 45:16.936  
2001 1st Valentino Rossi, 44:51.501 (-25.1 seconds); 7th Roberts, 45:14.377 (-2.6 seconds)

#### South African GP, Welkom

2000 1st Garry McCoy, 45:38.775; 6th Roberts, 45:54.628  
2001 1st Valentino Rossi, 45:03.414 (-35.3 seconds); 7th Roberts, 45:16.719 (-37.9 seconds)

#### French GP, Le Mans

2000 1st Alex Crivillé, 47:15.363; 6th Roberts, 47:24.539 (injured)  
2001 1st Max Biaggi, 46:59.346 (-16.0 seconds); 6th Roberts, 47:22.526s (-2.0 seconds)

#### Portuguese GP, Estoril

2000 1st Garry McCoy, 48:07.663; 2nd Roberts, 48:12.604  
2001 1st Valentino Rossi, 47:25.357 (-42.3 seconds); 6th Roberts, 47:57.282 (-15.3 seconds)

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## POP QUIZ:

What do these riders  
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**Rich Oliver** - Team Oliver: 250GP Winner Laguna Seca  
**Aaron Yates** - Yoshimura Suzuki: 600 Supersport - Road America  
**Steve Rapp** - HMC Ducati/Corse Superbike  
**Mike Ciccotto** - Hooters Suzuki: 750 Supersport - Road Atlanta  
**Larry Pegram** - Competition Accessories Ducati  
**Jamie Hacking** - Yoshimura Suzuki: 600 Supersport - Road America

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# Vesrah Leads Points With One To Go

By Beth Wyse

**Vesrah Crashes, Pennzoil Wins At VIR #1**

Team Pennzoil's Chris "Opie" Caylor and Jamie Lane won round seven of the WERA/G.M.D. Computrack National Endurance Series, the first of two 3.5-hour rounds at Virginia International Raceway, riding a Suzuki GSX-R750. Loudoun Motorsports took second overall and first in Heavyweight Superstock. Third-place Vesrah Suzuki had a runaway lead for most of the race until rider Glenn Szarek crashed and handed Team Pennzoil the win.

Caylor started the race for Team Pennzoil, and got the best start off the line. By turn two, however, Vesrah's Tray Batey had taken the lead on the team's Suzuki GSX-R1000. Batey wasted no time in pulling away from the rest of the field. He posted the race's fastest lap on the third lap of the race, clocking a 1:30.203.

were already beginning to get slick.

With just one hour left in the race, Szarek crashed in a section of the uphill esses that precede the roller coaster section. Quick repairs were made in the pits and Vesrah Suzuki rejoined the race, once again with Batey riding. Now three laps down and back at eighth overall, the team would not be able to recover the lead.

Loudoun Motorsports briefly took the lead on a Suzuki GSX-R750. But Lane pulled back into the lead when Loudoun got into turn one too hot and ran off into the grass. Loudoun Motorsports would maintain second, a lap up from third place.

The battle for third overall and first in Mediumweight Supersport heated up in the final half hour of the race. Team Chaos on a Suzuki GSX-R600 was in third with Thermosman Suspension, formerly Team Clinton Cycles, less than 20 seconds behind on a Yamaha YZF-R6.



Team Pennzoil's Jamie Lane (shown here) and teammate Chris Caylor won the first of two, 3.5-hour endurance races at Virginia International Raceway. Photo by Scott Sanborn.

The red flag came out less than 20 minutes into the race for fluid on the track. The fluid turned out to be nothing more than water from a broken radiator, and the race was restarted just after the end of the first half-hour.

The restart was a repeat of the first, with Caylor again getting a great start but again quickly getting passed by Batey. Caylor briefly got in front of Batey again, but was unable to hold the position.

Lee Acree was riding with Triad Racing aboard a Suzuki GSX-R600 and he began working his way toward the front of the field. At the end of the first hour, Triad Racing was in third place overall and first in the Mediumweight Superbike class. Caylor was only 24 seconds ahead of Acree, while Batey had already lapped everyone except Team Pennzoil.

Vesrah Suzuki first pitted with 90 minutes on the race clock, the crew changing both tires and refueling in 41.624 seconds and sending out Szarek. Team Pennzoil pitted several minutes later, putting Jamie Lane onto the bike. The team decided not to change tires, although Caylor mentioned that they

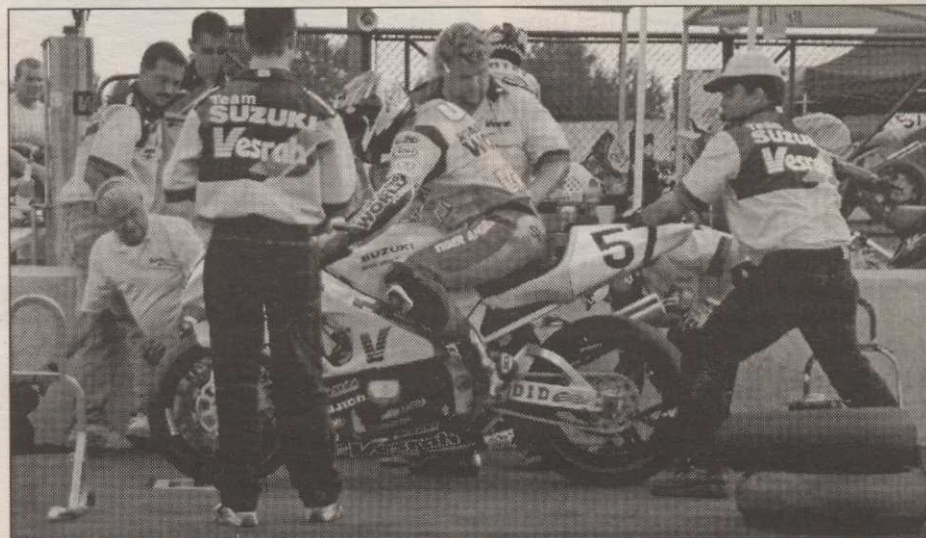
all and first in Mediumweight Superbike. Army of Darkness wound up second in class and seventh overall on another GSX-R600. Third in class and ninth overall went to Leaning Lizards on a Kawasaki ZX-6R.

Speedwerks Racing took first place in the Lightweight Superbike class, followed by Tight Squeeze Racing in second and Maryland Motorsports in third. All three teams were aboard Suzuki SV650s. Speedwerks had a five-lap lead

Vesrah's Tray Batey and Chris Ulrich completed 133 laps aboard a Suzuki GSX-R1000.

Team Pennzoil finished second on a Suzuki GSX-R750 with 129 laps and Triad Racing took third overall and first in Middleweight Superbike on a Suzuki GSX-R600, with 128 laps.

Thermosman Suspension won in the Mediumweight Superstock class on a Yamaha YZF-R6, at fourth-overall. Ridge Racing finished at the top of



Vesrah Suzuki (57) made no mistake on the track or in the pits during the second endurance race at VIR and won by four laps. Vesrah leads the Championship point standings with one round remaining. Photo by Scott Sanborn.

over Tight Squeeze, finishing 11th overall, and Tight Squeeze was one lap ahead of Maryland Motorsports.

At the winners' circle ceremonies following the race, Loudoun Motorsports and Vesrah Suzuki both had their bikes and team riders present, but Team Pennzoil was absent. The team later claimed that they had to prepare their bike for the next endurance race, which would start three hours later. Team Pennzoil did not even send over a representative rider to accept the first-place trophy and to thank their sponsors.

Vesrah Suzuki's Chris Ulrich reflected the sentiment of most of the teams, fans and media representatives present when he accepted the trophy for third place. "I'd like to comment on the disrespect of Pennzoil not showing up on the podium," said Ulrich. "It's disappointing when the guys who win the race don't show up at the celebration for it."

**Vesrah Doesn't Crash, Wins At VIR #2**

Vesrah Suzuki won the 8th round of the WERA/G.M.D. Computrack National Endurance Series at Virginia International Raceway, the second race on a doubleheader Saturday.

the Heavyweight Superstock class at eighth overall. Speedwerks-Cyberlog Tech won the Lightweight Superbike class after crashing out of the morning's endurance race.

Both of the endurance race grids began from the second row. The first row on the grid was left empty in memory of those affected by the terrorist attacks on America.

At the green flag, Batey wasted no time taking the lead and quickly building a large advantage on the rest of the field. Second place was a battle between Loudoun Motorsports on a Suzuki GSX-R750 and Team Pennzoil.

By the end of the first lap, John Hopkins aboard the Calibama Racing Suzuki GSX-R1000 was already in fourth place. He had started from row 18 on the grid of 30 entries. Hopkins was using the endurance race as extra track time before the AMA races at VIR scheduled for the next weekend.

Other AMA regulars riding in the endurance race included Grant Lopez, riding his Suzuki GSX-R1000, and Graves Motorsports' Aaron Gobert and Damon Buckmaster aboard a Yamaha YZF-R1. None of the AMA riders were making a serious effort to finish well in the endurance and they all retired before the race was complete.



J&J Motorsports (22) leads Velocity Crew Racing (12), Neighbor of the Beast (66) and Team Triad (96) early in the second endurance race at VIR. Photo by Scott Sanborn.



Vesrah Suzuki had a one-lap lead on the entire field by the end of the first hour. Lee Acree had once again put Triad Racing toward the front of the field, running in second overall ahead of Team Pennzoil.

By the end of hour two, Vesrah Suzuki had lapped the entire field twice. Team Pennzoil got ahead of Triad Racing, but Loudoun Motorsports got past them both, settling into second place.

With only 20 minutes left in the race, Loudoun Motorsports lost both second place and the Heavyweight Superstock class win when the bike threw its chain. A chewed-up sprocket was blamed as the cause of the problem. Team Pennzoil moved into second overall and stayed there until the end, four laps down from Vesrah Suzuki and one lap ahead of third-place Triad Racing.

With Loudoun Motorsports out of the race, the Heavyweight Superstock win went to Ridge Racing, closely followed by J&J Motorsports in second with a GSX-R750. Third in class was Loudoun Motorsports; the team dropped to 17th overall after retiring.

In the last half-hour of the race, the competition among the other classes became the focus of attention.

Triad Racing was well ahead of the second-place Mediumweight Superbike Suzuki GSX-R600 of Velocity Crew. But Jim Williams on the Army of Darkness Suzuki GSX-R600 was only seconds behind the Velocity Crew Bike. Williams, who had gotten fresh tires during Army of Darkness' last pit stop, gained on his competitor each lap, finally catching Velocity Crew and gaining a comfortable one-lap gap. Army of Darkness maintained second place in Mediumweight Superbike, finishing sixth overall, and Velocity Crew came in third in class and seventh overall.

The Mediumweight Superstock class was again an intense battle between Team Chaos and Thermosman Suspension. Team Chaos on a Suzuki GSX-R600 was running fourth overall, with Thermosman Suspension closing the gap each lap. With just five minutes to go in the race, Thermosman Suspension passed Team Chaos and won the Mediumweight Superstock class. Neighbor of the Beast made up for a crash in the morning endurance race by claiming fifth in class and 10th overall.

In the Lightweight Superbike class, Speedwerks-Cyberlog Tech finished about one minute ahead of second-place Maryland Motorsports. One place behind came third-in-class Tight Squeeze Racing. All of the Lightweight Superbike teams were riding Suzuki SV650s.

**RW**

## RESULTS

**WEA/GMD COMPUTRACK NATIONAL ENDURANCE SERIES 3.5-HOUR (RACE ONE) OVERALL:** 1. Team Pennzoil (Chris Caylor/Jamie Lane), Suz GSX-R750, Heavyweight Superbike, 120 laps, 271.20 miles; 2. Loudoun Motorsports (John Jacobi/Ken Snyder/David Yaakov/Greg Harrison), Suz GSX-R1000, Heavyweight Superstock, 119 laps, 268.94 miles; 3. Vesrah Suzuki (Tray Batey/Glenn Szarek), Suz GSX-R1000, Heavyweight Superbike, 118 laps, 266.68 miles; 4. Team Chaos (Mark Crozier/Mathew Cramer/Giovanni Rojas/Geoff May), Suz GSX-R600, Mediumweight Superstock, 118 laps, 266.68 miles; 5. Thermosman Suspension (formerly Team Clinton Cycles) (William Lindsay/Ed Morgan/Tomas Bauchiero/Joe Prussiano), Yam YZF-R6, Mediumweight Superstock, 118 laps, 266.68 miles; 6. Triad Racing (Russell Masecar/Jimmy Williams/Lee Acree), Suz GSX-R600, Mediumweight Superbike, 117 laps, 264.42 miles; 7. Army of Darkness (Jim Williams/Sam Fleming), Suz GSX-R600, Mediumweight Superbike, 117 laps, 264.42 miles; 8. J&J Motorsports (Jerry Russell/Jesse Basile), Suz GSX-R750, Heavyweight Superstock, 114 laps, 257.64 miles; 9. Leaning Lizards (Brian Healea/Tracy Shidler), Kaw ZX-6R, Mediumweight Superbike, 114 laps, 257.64 miles; 10. XLR Racing (James Davis/Shawn Stinnett/Kenneth George), Suz GSX-R750, Heavyweight Superstock, 114 laps, 257.64 miles; 11. Speedwerks Racing (Chris Eklund/Brian Keragat/Brian Roach/Sebastian DiPinto), Suz SV650, Lightweight Superbike, 114 laps, 257.64 miles; 12. Team HMR (James Kerker/Wayne Lambert), Hon CBR600F4, Mediumweight Superstock, 111

laps, 250.86 miles; 13. Team Chicago (Dan Schmitt/Steve Karson/Phil Caudill), Yam YZF-R6, Mediumweight Superstock, 111 laps, 250.86 miles; 14. Ridge Racing (Steve Smith/Todd Stoner/Dennis King), Suz GSX-R1000, Heavyweight Superstock, 110 laps, 248.60 miles; 15. Tight Squeeze Racing (Steve Clark/Mark Morrow/Randy Moran), Suz SV650, Lightweight Superbike, 109 laps, 246.34 miles; 16. Maryland Motorsports (Quentin Mise/Robert Armstrong/Steve Smith/Chris Rankin), Suz SV650, Lightweight Superbike, 108 laps, 244.08 miles; 17. No Quarter (Dave Deggendorf/Jason Clay/Bob Elam/Brian Roach), Suz GSX-R600, Mediumweight Superbike, 106 laps, 239.56 miles; 18. Team HRD (Phil Tsiras/Mark Kittel), Hon CBR600F4, Mediumweight Superstock, 106 laps, 239.56 miles; 19. Speedwerks/Cyberlogtech (Lee Parks/Scott Gowland/Alan Nelson/Renny Martin), Suz SV650, Lightweight Superbike, 96 laps, 216.96 miles; 20. Neighbor of the Beast (Melissa Berkoff/Scott Fischer/Ty Stranger-Thorsen), Suz GSX-R600, Mediumweight Superstock, 87 laps, 196.62 miles.

**HEAVYWEIGHT SUPERBIKE:** 1. Team Pennzoil; 2. Vesrah Suzuki.

**HEAVYWEIGHT SUPERSTOCK:** 1. Loudoun Motorsports; 2. J&J Motorsports; 3. XLR Racing; 4. Ridge Racing.

**MEDIUMWEIGHT SUPERBIKE:** 1. Team Triad; 2. AOD; 3. Leaning Lizards; 4. No Quarter; 5. Velocity Crew (Paul Youngman/Kevin Perkins), Suz GSX-R600.

**MEDIUMWEIGHT SUPERSTOCK:** 1. Team Chaos; 2. Thermosman Suspension; 3. Team HMR; 4. Team Chicago; 5. Team HRD; 6. NOTB.

**LIGHTWEIGHT SUPERBIKE:** 1. Speedwerks Racing; 2. Tight Squeeze Racing; 3. Maryland Motorsports; 4. Speedwerks/Cyberlogtech; 5. Florida Riders (Joe Morris/Jeff Rozycki/Ryan Nedison), Suz SV650.

**HOUR ONE OVERALL:** 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Triad Racing; 4. Team Chaos; 5. XLR Racing; 6. AOD.

**HOUR TWO OVERALL:** 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Loudoun Motorsports; 4. Triad Racing; 5. Team Chaos; 6. AOD.

**HOUR THREE OVERALL:** 1. Team Pennzoil; 2. Loudoun Motorsports; 3. Team Chaos; 4. Thermosman Suspension; 5. Vesrah Suzuki; 6. Triad Racing.

**WEA/GMD COMPUTRACK NATIONAL ENDURANCE SERIES 3.5-HOUR (RACE TWO) OVERALL:** 1. Vesrah Suzuki (Tray Batey/Chris Ulrich), 133 laps, 300.58 miles; 2. Team Pennzoil, 129 laps, 291.54 miles; 3. Triad Racing, 128 laps, 289.28 miles; 4. Thermosman Suspension, 128 laps, 289.28 miles; 5. Team Chaos, 128 laps, 289.28 miles; 6. AOD, 127 laps, 287.02 miles; 7. Velocity Crew Racing, 126 laps, 284.76 miles; 8. Ridge Racing, 125 laps, 282.50 miles; 9. J&J Motorsports, 125 laps, 282.50 miles; 10. NOTB, 124 laps, 280.24 miles; 11. Leaning Lizards, 122 laps, 275.72 miles; 12. Team HMR, 122 laps, 275.72 miles; 13. Speedwerks/Cyberlogtech, 122 laps, 275.72 miles; 14. Team Chicago, 122 laps, 275.72 miles; 15. Maryland Motorsports, 121 laps, 273.46 miles; 16. Tight Squeeze Racing, 120 laps, 271.20 miles; 17. Loudoun Motorsports, 118 laps, 266.68 miles; 18. Team INA (Kendall Davis/Andy Caldwell), Suz SV650, Lightweight Superbike, 116 laps, 262.16 miles; 19. All-out Racing (Lance Yeager/Dave Hockenberry), Yam YZF-R6, Mediumweight Superstock, 114 laps, 257.64 miles; 20. Team HRD, 113 laps, 255.38 miles.

**HEAVYWEIGHT SUPERBIKE:** 1. Vesrah Suzuki; 2. Team Pennzoil; 3. Ruckus Racing (Grant Lopez/Steve Smith), Suz GSX-R1000; 4. Graves Motorsports (Damon Buckmaster/Aaron Gobert), Yam YZF-R1/R7; 5. Calibama Racing (John Hopkins/Steve Smith), Suz GSX-R1000.

**HEAVYWEIGHT SUPERSTOCK:** 1. Ridge Racing; 2. J&J Motorsports; 3. Loudoun Motorsports.

**MEDIUMWEIGHT SUPERBIKE:** 1. Triad Racing; 2. AOD; 3. Velocity Crew Racing; 4. Leaning Lizards; 5. No Quarter.

**MEDIUMWEIGHT SUPERSTOCK:** 1. Thermosman Suspension; 2. Team Chaos; 3. NOTB; 4. Team HMR; 5. Team Chicago; 6. All-out Racing.

**LIGHTWEIGHT SUPERBIKE:** 1. Speedwerks/Cyberlogtech; 2. Maryland Motorsports; 3. Tight Squeeze Racing; 4. Team INA; 5. Florida Riders; 6. Speedwerks Racing.

**HOUR ONE OVERALL:** 1. Vesrah Suzuki; 2. Triad Racing; 3. Team Pennzoil; 4. Loudoun Motorsports; 5. Velocity Crew Racing; 6. Thermosman Suspension.

**HOUR TWO OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motorsports; 3. Team Pennzoil; 4. Triad Racing; 5. Team Chaos; 6. Thermosman Suspension.

**HOUR THREE OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motorsports; 3. Team Pennzoil; 4. Triad Racing; 5. Team Chaos; 6. Thermosman Suspension.

**WEA/GMD COMPUTRACK NATIONAL ENDURANCE SERIES OVERALL POINT STANDINGS (After 8 of 9 rounds, best 8 finishes count):**

1. Vesrah Suzuki, 801.770 points; 2. Team Pennzoil, 712.400 points; 3. AOD, 693.020 points; 4. Team Chaos, 583.135 points; 5. Loudoun Motorsports, 581.325 points; 6. J&J Motorsports, 576.820 points; 7. Thermosman Suspension, 546.155 points; 8. NOTB, 536.610 points; 9. Team Chicago, 496.195 points; 10. Leaning Lizard Racing, 424.645 points.

**HEAVYWEIGHT SUPERBIKE POINTS:** 1. Vesrah Suzuki, 839.770 points; 2. Team Pennzoil, 802.400 points; 3. Racersupply.com, 360.320 points; 4. Cycle Speed Racing, 163.150 points; 5. Northern Getaway, 154.315 points; 6. Cox Racing Group, 121.800 points.

**HEAVYWEIGHT SUPERSTOCK POINTS:** 1. J&J Motorsports, 859.470 points; 2. Loudoun Motorsports, 818.100 points; 3. Ridge Racing, 366.625 points; 4. Backdraftmoto.com, 228.840 points; 5. XLR Racing, 221.990 points; 6. Paramount Racing, 193.145 points.

**MEDIUMWEIGHT SUPERBIKE POINTS:** 1. AOD, 855.020 points; 2. Leaning Lizard Racing, 621.645 points; 3. Velocity Crew Racing, 379.850 points; 4. Triad Racing, 205.125 points; 5. Pensacola Motorsports, 153.875 points; 6. Raging Bull Racing, 150.94 points.

**MEDIUMWEIGHT SUPERSTOCK POINTS:** 1. Team Chaos, 764.135 points; 2. NOTB, 735.610 points; 3. Thermosman Suspension (formerly Team Clinton Cycles), 702.155 points; 4. Team Chicago, 686.195 points; 5. Team HMR, 402.160 points; 6. HRD Racing, 342.930 points.

**LIGHTWEIGHT SUPERBIKE POINTS:** 1. Speedwerks/Cyberlogtech, 652.560 points; 2. Maryland Motorsports, 611.745 points; 3. Speedwerks Racing, 331.215 points; 4. Tight Squeeze, 288.125 points; 5. Florida Riders, 219.430 points; 6. Robin's Roost, 208.275 points.

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# Acree, Harwell, Peters Win At VIR

By Beth Wyse



Lee Acree (84) and John Hopkins (21) came from the back of the grid to battle for the 750cc Superstock lead at VIR. Acree, riding a GSX-R750, was able to hold off GSX-R600-mounted Hopkins to win. Photo by Scott Sanborn.

Lee Acree and Scott Harwell each won two races during the September WERA National Challenge Series weekend at Virginia International Raceway. Acree was victorious in the Dunlop 600cc Superstock and 750cc Superstock races while Harwell won in Open Superstock and Heavyweight Twins. And Jason Peters wrapped up his 125cc Grand Prix title with a win.

Several AMA riders using the weekend for extra practice dominated their races, John Hopkins coming from behind to win the 600cc Superbike race but handing the win in Formula 1 to Aaron Gobert.

A full 18 6-lap sprint races were run on Sunday.

In the Open Superstock race, Harwell jumped into the lead, followed by Mark Junge, both coming off the front row. Harwell and Junge began to pull away from the field as Chris Ulrich worked his way up through the field from the back of the grid, drafting past two other riders on the front straight to move into third place. Harwell, Junge and Ulrich were all riding Suzuki GSX-R1000s.

Ulrich closed the gap between himself and Junge, while Harwell's lead grew bigger. Exiting the last corner of the last lap, Ulrich passed Junge and finished in second by about one bikelength. The finish gave Junge the Open Superstock Championship.

Later in the day, Harwell earned another victory in Heavyweight Twins with his Suzuki TL1000R. He got a quick start that immediately put him a distance ahead of the field, although Russ Masecar made an early challenge as the two went side-by-side through turns one and two.

Harwell again pulled away from the field as Masecar held a solid second place until late in the race, when Bill St. John began to catch him. Masecar held onto second and crossed the finish line with St. John right behind him in third.

The 600cc Superstock race saw an early battle between David Yaakov, Junge and Chris "Opie" Caylor, all riding Suzuki GSX-R600s. The three riders pulled ahead of the rest of the field while Lee Acree was forced to catch up to them.

Caylor took the lead, followed by Junge. Acree caught Junge for second place on lap three, then passed Caylor on the next lap for the lead. Acree held

onto first place until the end of the race, and was followed by Caylor in second and John Hopkins in third on his Valvoline EMGO Suzuki GSX-R600. Hopkins started from the 11th row on the grid.

Hopkins' teammate Grant Lopez finished eighth. Chris Ulrich ran toward the front of the field until he ran off in turn seven. He continued but finished back in 19th overall.

In the 750cc Superstock race, John Jacobi worked his way into the lead on the first lap, followed by Scott Harwell and Andy Caldwell. John Hopkins, who was riding his GSX-R600 even though it was a 750cc race, was already in about eighth place. On the second lap, two bikes crashed in turn three. The red flag was thrown since one of the bikes was lying in the middle of the track. After a brief cleanup, the race was restarted.

Harwell got the holeshot on the second start but was closely pursued by Jacobi. At the halfway point of the race, Acree passed Jacobi for second. Harwell dropped back as he was passed by Acree, Jacobi and Hopkins. Hopkins moved past Jacobi for second but was unable to catch Acree.

"I ran my quickest laps when I was still chasing the leader," said Acree, "then I tried to settle in once I was leading. My pit board said someone was behind me and I figured it was Hopper."

Only six bikes entered the 125cc Grand Prix race. Jason Peters, who recently celebrated his 17th birthday, only needed to win at VIR to secure his Championship with one round remaining in the series. Brian Kraget got the early lead in the race, but Peters passed him in the kink on the front straight on lap two. Peters and Kraget finished first and second. John Hjelm maintained third place for the entire race.

Hopkins took the lead in the C Superbike race and never relinquished it. He had already gained a substantial gap between himself and second-place David Yaakov by the end of the first lap. The gap continued to grow, until Hopkins had a lead that was as long as the entire front straight.

Ken Snyder got his Suzuki GSX-R600 around Yaakov for second, and Yaakov finished third on his Suzuki. AMA racer Vincent Haskovec finished

fifth riding his EBSO Corona Suzuki GSX-R600, behind Chuck Neighoff.

All of the AMA riders who were racing during the weekend entered the Formula 1 race. Hopkins again took the lead on his Suzuki GSX-R1000, followed by Aaron Gobert and Damon Buckmaster on their Graves Yamaha YZF-R1s and Grant Lopez in fifth.

Just before lap three, Hopkins pulled into the pits with a mechanical problem, allowing Gobert to take over the lead. Lopez got around Buckmaster to finish second, and Buckmaster held onto third.

During the race, Lopez set a new official lap record at 1:28.4. **RW**

## RESULTS

**WEA FORMULA ONE EXPERT:** 1. Aaron Gobert (Yam YZF-R1/R7); 2. Grant Lopez (Suz GSX-R1000); 3. Damon Buckmaster (Yam YZF-R1/R7); 4. Curry Justice (Suz GSX-R1000); 5. Jamie Lane (Suz GSX-R750); 6. Scott Carpenter (Suz GSX-R750).

**WEA OPEN SUPERSTOCK:** 1. Scott Harwell (Suz GSX-R1000); 2. Chris Ulrich (Suz GSX-R1000); 3. Mark Junge (Suz GSX-R1000); 4. Shane Stoyko (Suz GSX-R1000); 5. Wade Buffington (Suz GSX-R750); 6. Steve Smith (Suz GSX-R1000).

**750cc SUPERSTOCK EXPERT:** 1. Lee Acree (Suz GSX-R750); 2. John Hopkins (Suz GSX-R600); 3. John Jacobi (Suz GSX-R750); 4. Scott Harwell (Suz GSX-R750); 5. Ken Snyder (Suz GSX-R750); 6. Andy Caldwell (Suz GSX-R750).

**600cc SUPERSTOCK EXPERT:** 1. Lee Acree (Suz GSX-R600); 2. Chris Caylor (Suz GSX-R600); 3. John Hopkins (Suz GSX-R600); 4. Mark Junge (Suz GSX-R600); 5. Ken Snyder (Suz GSX-R600); 6. David Yaakov (Suz GSX-R600).

**WEA FORMULA TWO EXPERT:** 1. Randy Renfrow (TSR-Hon RS250); 2. Michael Himmelsbach (Yam TZ250); 3. Chris Pyles (Yam TZ250); 4. Monty Warsing (Yam TZ250); 5. Ty Piz (Yam TZ250); 6. Jason Peters (Hon RS125).

**WEA FORMULA TWO NOVICE:** 1. Steve Genter (Hon RS250); 2. Robert Elam (Apr RS250).

**WEA 125cc GP:** 1. Jason Peters (Hon RS125); 2. C. Brian Kraget (Hon RS125); 3. John Hjelm (Hon RS125); 4. Steve Genter (Hon RS125); 5. Glen Pison (Hon RS125); 6. James Morran, Jr. (Hon RS125).

**750cc SUPERSTOCK NOVICE:** 1. Shawn Stinnett (Suz GSX-R750); 2. Giovanni Rojas (Suz GSX-R750); 3. Tomas Bauchiero (Yam YZF-R6); 4. Richard Ford (Suz GSX-R600); 5. Michael Walker (Yam YZF-R6); 6. Jeff Walker (Suz GSX-R600).

**600cc SUPERSTOCK NOVICE:** 1. Tomas Bauchiero (Yam YZF-R6); 2. Giovanni Rojas (Suz GSX-R600); 3. Richard Ford (Suz GSX-R600); 4. Jeff Walker (Suz GSX-R600); 5. Alan Cox (Hon CBR600); 6. Michael Walker (Yam YZF-R6).

**750cc SUPERBIKE EXPERT:** 1. Wade Buffington (Suz GSX-R750); 2. Curry Justice (Suz GSX-R750); 3. Jamie Lane (Suz GSX-R750); 4. Vincent Haskovec (Suz GSX-R750); 5. Shane Stoyko (Suz GSX-R750); 6. Steve Grigg (Suz GSX-R750).

**750cc SUPERBIKE NOVICE:** 1. Giovanni Rojas (Suz GSX-R750); 2. Tomas Bauchiero (Yam YZF-R6); 3. Andrew Mueller (Suz GSX-R750); 4. Jeff Floyd (Suz GSX-R750); 5. Jeff Walker (Suz GSX-R600); 6. Alan Cox (Hon CBR600).

**600cc SUPERBIKE EXPERT:** 1. John Hopkins (Suz GSX-R600); 2. Ken Snyder (Suz GSX-R600); 3. David Yaakov (Suz GSX-R600); 4. Chuck Neighoff (Yam YZF-R6); 5. Vincent Haskovec (Suz GSX-R600); 6. Kenneth Martin (Yam YZF-R6).

**600cc SUPERBIKE NOVICE:** 1. Tomas Bauchiero (Yam YZF-R6); 2. Giovanni Rojas (Suz GSX-R600); 3. Richard Ford (Suz GSX-R600); 4. Jeff Walker (Suz GSX-R600); 5. Alan Cox (Hon CBR600); 6. Adrian Jones (Yam YZF-R6).

**HEAVYWEIGHT TWINS EXPERT:** 1. Scott Harwell (Suz TL1000R); 2. Russell Masecar (Suz TL1000R); 3. Bill St. John (Duc 748/800); 4. Mark Crozier (Hon RC51); 5. Samuel Sliger (Hon 1000); 6. Fred Farzanegan (Suz TL1000R).

**HEAVYWEIGHT TWINS NOVICE:** 1. Shawn Stinnett (Suz TL1000); 2. Michael Fields (Suz TL1000); 3. Christian Smith (Apr RSV1000); 4. Douglas Davis (Duc 748).

**LIGHTWEIGHT TWINS EXPERT:** 1. David Yaakov (Suz SV650); 2. Chris Normand (Suz SV650); 3. Steve Clark (Suz SV650); 4. Greg Harrison (Suz SV650); 5. Andy Caldwell (Suz SV650); 6. Mark Crozier (Suz SV650).

**LIGHTWEIGHT TWINS NOVICE:** 1. Greg Spieks (Suz SV650); 2. Wm. Kendall Davis (Suz SV650); 3. Shawn Romano (Suz SV650); 4. Mark Thomas (Suz SV650); 5. Ken Kitt (Hon Hawk 700).

**FORMULA ONE SPORTSMAN NOVICE:** 1. Shawn Stinnett (Suz GSX-R750); 2. Joe Kimble (Suz GSX-R750); 3. Andrew Mueller (Suz GSX-R750); 4. Shannon Huffman (Suz GSX-R750); 5. Jeff Walker (Suz GSX-R600); 6. Michael Walker (Yam YZF-R6).

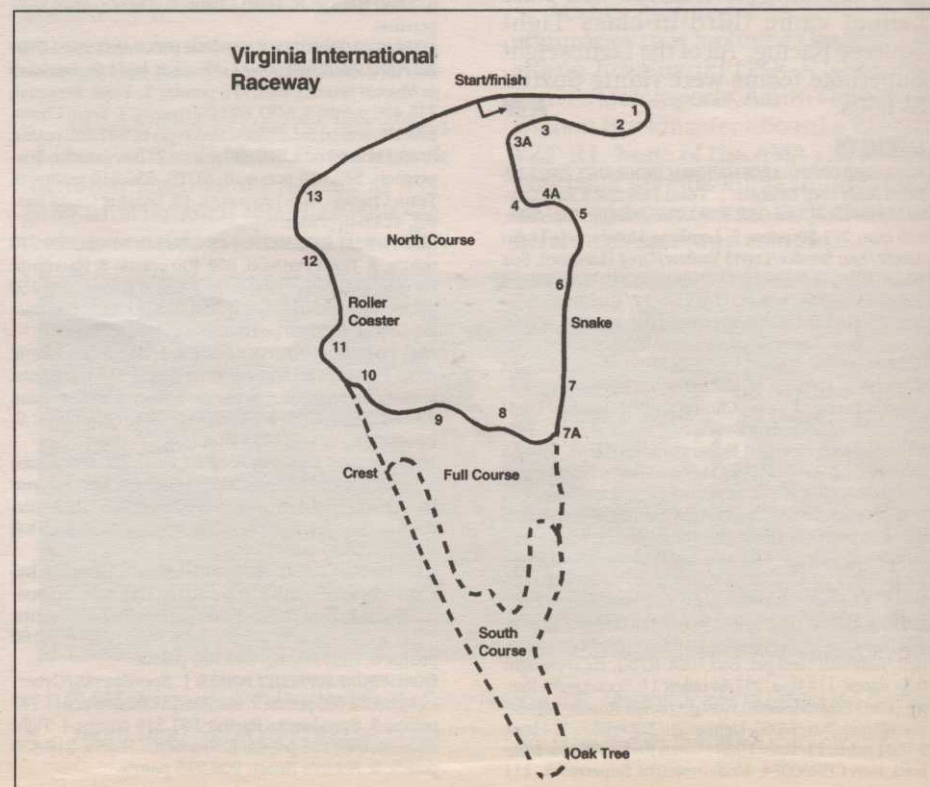
**FORMULA TWO SPORTSMAN EXPERT:** 1. Randy Renfrow (TSR-Hon RS250); 2. Michael Himmelsbach (Yam TZ250); 3. Donald Tingle, Jr. (Yam TZ250); 4. Monty Warsing (Yam TZ250); 5. Ty Piz (Yam TZ250); 6. William McNeil (Apr RS250).

**FORMULA TWO SPORTSMAN NOVICE:** 1. Steve Genter (Hon RS250); 2. Doug Ledford (Suz SV650); 3. Kenneth George (Suz GS550); 4. Greg Spieks (Suz SV650); 5. Shawn Romano (Suz SV650); 6. Jerry Shelton (Yam FZR400).

**D SUPERBIKE SPORTSMAN EXPERT:** 1. Steve Clark (Suz SV650); 2. Bill St. John (Duc 900); 3. Steve Long (Yam FZR400); 4. Scott Gowland (Suz SV650); 5. William McNeil (Apr RS250).

**D SUPERBIKE SPORTSMAN NOVICE:** 1. Doug Ledford (Suz SV650); 2. Kenneth George (Suz GS550); 3. Greg Spieks (Suz SV650); 4. Jerry Shelton (Yam FZR400); 5. Jeff Dunn (Honda Hawk 650); 6. Robert Elam (Yam FZR400).

**CLUBMAN SPORTSMAN EXPERT:** 1. Steve Long (Hon RS250).  
**CLUBMAN SPORTSMAN NOVICE:** 1. Kenneth George (Suz GS550); 2. Jeff Dunn (Hon Hawk 650); 3. Shawn Romano (Hon Hawk 650); 4. Rick Young (Kaw EX500).





## Valencia GP

continued from page 31

hard, changing a few things early on, then fitting soft tires to get provisional pole," said Rossi, who scored his first 500cc lap record at last year's Valencia GP. "Then we worked some more on tire choice but when we fitted my second soft rear, it started to rain. Even without that I'm not sure I'd have beaten Max's time."

Gauloises Yamaha's Shinya Nakano rode a superb session, proving that he has recovered from the broken hand he sustained during practice for August's Czech GP. The most impressive of the current 500cc rookies, Nakano today scored his eighth front-row start from 12 attempts. "I was very worried about my hand but it proved perfect," said the former 250cc winner, who scored his first 500cc podium at July's German GP. "I just concentrated on riding this very technical circuit and now I'm ready to fight tomorrow."

West Honda's Loris Capirossi scored the final row-one start and may have done better if he'd not suffered a minor technical glitch mid-session. "That was a difficult session for us," Capirossi said. "We had a problem with one bike, and then it started raining just after we'd fitted soft tires to my other machine. But the bike feels good for tomorrow—we have a good race set-up and that's what matters most."

Last year's Valencia winner Garry McCoy on the Red Bull Yamaha was fifth and just 0.071-second off a front-row start, after spending plenty of time on track with Rossi mid-session. Former World Champions Alex Crivillé on a Repsol YPF Honda and Roberts were both battling for a place on row one but ended up sixth and seventh, with Marlboro Yamaha's Carlos Checa completing row two in eighth. Echoing the words of many of his rivals, Spaniard Checa said "I would've been quicker at the end without the rain. When it started to fall my split times had me three tenths faster than before, but no worries. We spent much of the session working on our choice of race tires. We managed to make the rear a little looser so it spins out of turns, which keeps the front on the ground and improves steering."

As usual at Valencia, lap times were drastically close. The top 10 riders were covered by just 0.894-second, with a mere 1.138-seconds separating the fastest 12 men.

Tire choice was everything in the race, with a rain shower soaking the track shortly before the start, leaving riders and teams in a mad scramble on the grid, trying to guess the best rubber for the conditions. The race was due to start after a minute's silence in honor of the victims of the terrorist attacks in America, but while besuited officials stood with heads bowed at the front of the grid, all hell broke loose behind them as tires were swapped, discs changed and oaths muttered. Minutes later there was chaos on track as the ice-like surface claimed Capirossi and Checa on the warm-up lap. Capirossi's bike wasn't badly damaged so he was able to start the race with that machine and led into the first turn, only to jump off again. With the Italian shaking his head in disgust at the perilously low wet-weather grip offered by the Spanish track, the familiar form of Rossi appeared out front.

Rossi led the first few laps, baby-

ing his NSR around the circuit and quickly opening a four-second lead. But for once things didn't quite turn out the youngster's way. With more reason to play safe than most, Rossi had gone for intermediates front and rear, perfect for the hazardous soaking laps but less so as the track began to dry. Now Gibernau and Roberts, bravely running slicks front and rear, and Barros closed rapidly.

Gibernau went ahead just before one-third distance and from then on he battled back-and-forth with Barros, running an intermediate front/slick rear combination, with Roberts mostly watching and waiting in their slipstream while Rossi slipped further back. Crivillé was also in the hunt, riding side-by-side with Gibernau until he was pushed off line and slid to earth.

The pace got quicker as the race wore on and during the final few laps the racing line was pretty much dry. In those conditions Gibernau's slicks made the difference and he made his final move past Barros, with just centimeters to spare, with two laps to go. "That really was one of the most difficult races because everyone was so tense and unsure," said the 28-year-old Gibernau, riding his 91st GP. "I gambled on slicks and the first part of the race was chaos, there were people falling everywhere but in the end I had the right tires. When I closed on Rossi I could see he had a treaded rear, so I knew I just had to wait."

Barros led more laps than Gibernau but the late-race track conditions weren't right for his intermediate front. "I tried everything but during the last laps I couldn't catch Sete on the brakes because he had a slick front and I didn't," explained the Brazilian. "The early laps were unbelievable, this track is so slippery in the wet."

Roberts was happy enough with his first podium finish of 2001, though he knew he couldn't have managed it without the help of a little rain. "I'm happy, even though I may not look like it," said the American. "But we still need to improve our machine, the team knows that and the factory knows that, we've got our backs to the wall."

Checa was undoubtedly the most disappointed survivor of the crash-ridden race. Unlike Capirossi, he damaged his bike in his warm-up crash and had to start the race from pit lane on his spare. He got away dead last and the first thing he had to overtake was the safety car, which nearly took him out. After that he rocketed through the pack, often the fastest man on track, but he couldn't quite catch the leading group. "I lost the race on the warm-up lap," said Checa, who ran slicks. "Coming from last in those conditions was really scary, this track is like ice in the wet, unbelievable."

World 250cc Champion Olivier Jacque also rode a good race, coming through from 14th on lap one to beat Ukawa for fifth by 0.054-second. Nakano, Antena 3 Yamaha's Norick Abe and Proton's Jurgen van den Goorbergh followed over the line just behind.

Biaggi was the last man to pass the faltering Rossi. Slowed by an early race scare, Biaggi found himself in 11th but mustered some speed for his mid-field grudge match, snatching 10th place from his title rival in the final laps. This was a wasted chance for the Roman Emperor, who had gone for the

continued on page 98

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# Edwards And Xaus Win In Germany

By Glenn LeSanto

The Superbike World Championship was thrown wide open again during the 11th round, at Oschersleben, Germany, held after a month-long break in the calendar. Troy Bayliss was looking set to cruise to his first Superbike World Championship, but things didn't go according to plan for Bayliss in race one. He had to watch from the pit lane with a broken clutch as his closest Championship rival Colin Edwards crossed the line for the race win.

Then Bayliss was beaten again in race two, this time by his own Ducati Infostada teammate Ruben Xaus. The win for the Spaniard was a first for both Xaus and Spain. No Spanish rider before Xaus has won a race in the series' 14-year history.

With the title entering its crucial closing stages you'd expect the top teams to have spent the last month hard at work testing bikes, and coming up with all kinds of go-faster solutions. Many teams had been testing two or three times in the previous month, and had also spent even more time burning the midnight oil in the engineering shop and dyno room. But the month-long recess coincides with the month that the entire Italian nation spends on vacation. This all-August-long vacation spirit seems to extend to some of the Italian teams who, reports have it, spent more time on the beach than at the flow bench for four weeks.

"I haven't ridden a racebike since Brands Hatch," admitted American Ben Bostrom, winner of five previous races in a row. "I'm going to be a bit rusty, I'll need some time to loosen up again."

Bayliss was leading the title by 53 points coming into the German round. With only six races over three more meetings left the consistent Australian was looking like Champion-elect, even if Bostrom was taking all the victories in his late-season charge. Bostrom's efforts had taken him up to third in the Championship points, passing early title leader Troy Corser on his way up the table. Corser's descent reflected a lack of consistency in his race performances, which Australian Corser blamed on the Dunlop tires, claiming they weren't even perfectly round. At first his crew seemed not able to find this on their data, instead questioning the former World Champion's commitment. Then, at Brands Hatch, came the announcement that the severe vibration from the back wheel had showed up on Aprilia's data-logging.

Friday's free practice at Oschersleben was wet and Bayliss led Edwards on time, his best lap a 1:33.662 compared to Edwards' fastest at 1:34.413. If the Ducati team was unprepared for the round it wasn't showing up in the rain. Hodgson was third-fastest with Corser fourth. Fifth-place man Robert Ulm on the Gerin Ducati showed that the standard of privateers is still high

in World Superbike competition.

While Bayliss was obviously right back into the groove, Bostrom was as rusty as he had predicted, finishing the session an uncharacteristic 13th-fastest. Bostrom complained that his bike wouldn't go where he pointed it, and the L&M team was still trying to work out a good set-up for the difficult German circuit.

Ruben Xaus, who was also struggling with set-up, he was back at 18th-fastest.

It all changed for the first timed session, when the rain held off and the track dried out. On went the slicks and out went the morning's suspension settings. Corser took to the dry track and immediately started to set the fastest times. He finished the session as he started, on top with a best lap time of 1:27.868. Bayliss was a few ticks behind at 1:28.146 and Bostrom had climbed to third-fastest, lapping at 1:28.268.

"That wasn't so bad," commented Bayliss after the session, "but we've got more up our sleeves for tomorrow." Teammate Xaus was fourth-fastest, posting his best lap at 1:28.392. The Ducati guys were getting closer with those set-ups.

Defending Superbike World Champion Colin Edwards was fifth; he was also followed by his teammate, Tady Okada. Neil Hodgson was struggling, down in 13th.

On Saturday Hodgson suddenly shifted into top gear and moved up the timesheet to finish the second qualifying session in fourth place. Hodgson had been fastest until Bostrom put in a quick lap in the last seconds of the session. Ruben Xaus and Troy Corser also made good times as the clock counted down, Xaus grabbed third spot while Corser sat behind Bostrom in second.

During the free practice session held just before Superpole Corser fell in a heavy crash at the end of the fast back straight, badly bruising a shoulder and an ankle. The unfortunate Corser crashed at speed and didn't get up with all his skin still in place. It was a painful crash that would prove telling on Sunday.

Bayliss was lost at sea again with his set-up, 10th-fastest with title rival Edwards up at fifth. GSE Ducati-mounted James Toseland was sixth. Superpole would sort them out, if the weather held.

The weather didn't hold. Fourth man out Gregorio Lavilla didn't get to complete his flying Superpole lap before the rain fell. The session was red-flagged, and the organizers then declared a wet Superpole, meaning each of the 16 Superpole qualifying riders had a maximum of 12 laps, all to be done within 50 minutes of allocated time. The grid would be decided by the riders' best lap times posted in the 50-minute session.

Xaus was first to run fast in the extended Superpole competition, with

Corser taking over with 21 minutes of the session left. With only a few seconds left on the clock Hodgson, winner of three Superpoles run in the conventional way this season already, grabbed pole again with a lap at 1:27.325. He deposed an increasingly-battered-feeling Corser, who had run much of the session fastest despite his injuries. Corser worked hard, he rode 12 very fast laps, while Hodgson did 11.

The rain had stopped the moment Superpole was declared wet, so the "wet" Superpole was actually run on a dry track. Xaus showed his promise by finishing the session third-fastest, in front of Edwards, Bostrom and Bayliss.

Race day was thankfully untroubled by rain, but track temperature was only 25 degrees C (77 degrees F), and all the teams were worried about finding a tire that would stick to the relatively cool track yet provide enough wear resistance on the circuit's mix of hard braking and fast turns.

Before the start, Bostrom looked very nervous on the second row of the grid, while Bayliss looked relaxed, yet focussed.

It was front-row-starter Edwards who got the holeshot. Hodgson threw his pole away as he bogged his Ducati and was 10th into the first turn as Edwards set off to attempt a start-to-finish win. Edwards has made fast starts in the past and controlled races from the front as a result. He did it again in Germany and the Texan was already approaching a second in front at the end of the first lap. Behind Edwards, Akira Yanagawa was running second on the Fuchs Kawasaki ZX-7RR, but he had a whole pack of big V-Twins in his wake.

While Yanagawa held back the real competition, Edwards made progress—by lap four he looked to have the race in the bag, as long as his luck, tires and engine held out. Later Edwards quipped, "I want to thank Akira for holding everybody up and helping me win."

Xaus passed Corser on lap three for third, then moved past Yanagawa on lap five, the first rider to get past the Kawasaki and head off after Edwards. Hard-riding Xaus on the Infostada Ducati soon put some distance between himself and the pack, but whatever time he managed to take from Edwards the Texan simply read off his board and took right back again.

"I wanted to put pressure on Edwards, but he was watching his board. I didn't want to repeat Monza and crash out of a podium place," said Xaus after finishing the race in second place.

Behind the leading pair, the pack was still trying to find a way past Yanagawa on the Kawasaki. It wasn't until Bayliss arrived on Corser's tail that the

Aprilia rider got it together to pass Yanagawa on lap six, and Bayliss followed him past Yanagawa one lap later. It looked for a moment like the whole pack might now stream by Yanagawa, but the Japanese rider managed to keep his lap speeds up and stay in front of the pack to the end although Bostrom eventually got by Yanagawa on lap 14.

The Californian's chances of catching any of the front three looked to have evaporated by now. Bostrom didn't catch them, but he still got a surprise third on the podium when Bayliss suddenly slowed on lap 17. Bayliss managed another lap, at reduced speed, before pulling into the pits with a fried clutch. His race was over and with Edwards looking untouchable out front and Bostrom in third, the World Championship was wide open again.

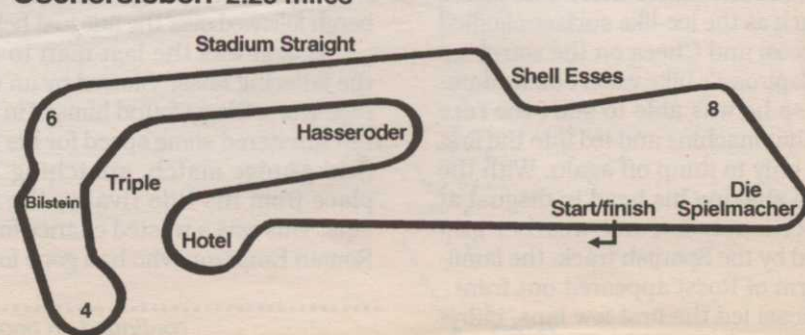
Xaus kept his head to finish second, Edwards and the Honda took the win and Bostrom kept his Ducati ahead of the pack to take third. Hodgson failed to come back from his bad start, ending up seventh. A battered Corser struggled with the pain and stiffness from his injuries to come home ninth, behind his teammate Régis Laconi. Corser did, however, find the strength to fight off a determined challenge from Toseland late in the race. Yanagawa held onto fourth, while Chili lost a fight with Okada over fifth place.

The result put Edwards back into Championship contention as Bayliss slipped back by a full 25 points, with 28 points now in it. The race was a tire war, or a case of who could get the most out of their bike when the tires were gone. "Everyone's tires are wearing hard here," commented Bostrom after race one. "The pace is really hot with everyone pushing so hard lap-after-lap. There's no chance to save your tires up, you've got to go flat-out all the way, so before the end of the race the tires are gone. Then you have to slide the rear a lot and work the front real hard. It makes for good racing for the spectators!"

Xaus was on the podium at last, the first time in his career. "I've fallen from a podium finish before so I was being careful not to throw it away today," said Xaus. "Edwards was being cool, he was defending his lead, but I am happy with my first podium finish in World Superbikes." Xaus said he was confident of his chances in race two, even though he had worried about his first race fitness, explaining "I couldn't sleep last night because everyone was partying so close to the paddock. I was worried that I would be too tired in the race." His comments were references to the very loud music emanating from parties being thrown outside the paddock on Friday and Saturday night.

Edwards admitted he also experienced problems sleeping, but for a

Oschersleben 2.28 miles







Superbike World Champion Colin Edwards (1) leads Akira Yanagawa (5), Troy Corser (3) and Ruben Xaus (11) early in the first race at Oschersleben. Photo by Sports Photography.

different reason. "I lay in bed last night worrying about my arms," explained Edwards. "I've had so much chatter from my bike in qualifying that I have two really bad cases of tennis elbow. But my team worked hard and Michelin came up with a great tire. The chatter was still there for the race, but much reduced. My elbows still hurt but winning makes the pain go away."

The Castrol Honda team was struggling to find a suitable compromise set-up for the contrasting problems the track throws up. The same problem plagued every other team in the paddock. "I feel sorry for Troy Bayliss but I guess it's the law of averages—if guys aren't doing drugs then their bikes break, and I get handed the points," joked Edwards, in a reference not only to the Ducati clutch failure but also to Noriyuki Haga being docked points in the doping scandal during last year's Championship.

"I had a DNF in South Africa so



Régis Laconi (55) briefly has a wheel ahead of Colin Edwards at the start of the second World Superbike race in Germany, pursued by Akira Yanagawa (5), Troy Bayliss (21), Ben Bostrom (155) and the rest of the field. Photo by Sports Photography.

this just hands me those 25 points back again," said Edwards, referring to his break-down while leading in the South African round.

Race two was again dry, but it was windy and the track temperature was 28 degrees C (82 degrees F). Edwards got the holeshot again with Laconi following through in second. A pack of riders sat behind him and it looked like race one's format would be run again as Laconi dropped behind Edwards. But Xaus wasn't about to hang around and watch Edwards disappear again. Instead, Xaus forced his way past Laconi

on lap two and headed off in hot pursuit of Edwards. Lap three saw Edwards 1.1 seconds ahead of Xaus. The Spaniard was hustling his Ducati around Oschersleben at lap-record pace, first on lap three at 1:27.829, and again on the fourth lap at 1:27.669. The Honda in first place was being reeled in every lap; and Xaus was catching Edwards, fast!

The skeptics still waited for Xaus to fall off, but instead the Ducati rider closed in and Xaus was there on Edwards' tailpipe by lap five. It was obvious by his body language that he wasn't going to let Edwards stop him from winning—Xaus was outbraking Edwards into corners and showing Edwards a wheel. Behind them, Bayliss had passed Laconi's Aprilia and he was soon putting distance on the Frenchman and former GP rider.

Out in front, Xaus pulled out late on the brakes going into turn one at the start of lap six, then put a block pass on Edwards. Xaus was late enough on the brakes to satisfy the skeptics that he was off. But Xaus controlled it, got on the gas again and was gone, head down and off into the distance. Edwards managed to shake off Bayliss but wasn't able to close back up on Xaus as the Spaniard reeled off the fast laps.

Xaus shocked his detractors by riding hard all the way to the flag, even

though he had nearly 10 seconds in hand by the end of the race. But Xaus had blamed loss of concentration for his Monza crash, and that cost him a certain podium. So he kept the hammer down to keep his attention level up until the checkered flag, and the first-ever World Superbike win by a Spaniard.

"I have been trying to win for Spain for a long time," declared Xaus after the race. "In Spain all racers want to be in the GPs, but I love four-stroke bikes so I wanted to race in Superbikes. It was hard getting sponsors; they are not supporting World Superbike in Spain. That made it hard for me, but I kept on trying to win and now I have. Next I want to be the first-ever Spanish World Superbike Champion." Xaus said his Michels were finished with plenty of race distance left but Xaus

The second race at Oschersleben turned into a private duel at the front between Ruben Xaus (11) and Colin Edwards (1), with Xaus winning.

Photo by Sports Photography.



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dug deep, explaining "I just kept my head down. My mind was really clear after the short break because Ducati told me—Win! Or go home!—So I won!"

Edwards, meanwhile, took a useful second and can't have been too unhappy to have Xaus as the only rider in front of him, since he had Bayliss behind him again. Edwards crept a bit closer to Bayliss in the title hunt, and the pair left the Oschersleben MotoPark complex with only 24 points in it, less than the 25 points awarded for a single race win.

Bayliss admitted that his team had "run out of time" trying to get the right race set-up. "Everyone wants the perfect set up," said Bayliss, "but it's not always possible."

"I was looking for another win," shrugged Edwards, "but it didn't come." When asked what happened to rob Edwards of the win the Texan replied simply, "Ruben happened!" Edwards smiled briefly and then continued, "He came past and sucked the paint off my bike! I knew I would be in trouble once my tire goes off. I thought after mine had gone Xaus would still have some tires left for a couple more fast laps." Edwards then thanked the crowd of 71,000 for their support, saying "Thanks for coming to see some good racing."

The Benelli Tornado, which had scored points at the last two rounds, failed to add any to its tally at Oschersleben. The Tornado was reliable but the team didn't get the set-up quite right for rider Peter Goddard, who had crashed on the bike in qualifying due to a technical fault.

But team owner Andrea Merloni stayed upbeat about his dream project. "We are here to gather data and information," explained Merloni. "We have no data on any of these circuits and we ran out of time trying to set up the bike. But we have lots of valuable data after racing here."

Goddard confirmed his boss's thoughts, saying "The track has a unique nature. The corners are very fast, or you have to brake very hard into them, or both! We've suffered from chatter and grip problems, we didn't manage to get the set-up exactly right." Plenty of teams could have echoed Goddard's words as they struggled to come to terms with the contrasting mix of turns and different types of bumps at Oschersleben.

Bostrom came fourth, which after a five-win streak must have felt like finishing last. If the Ducatis really were suffering from a lack of testing in August then Xaus was somehow immune to the effects. Or he was simply riding around the problems, Fogarty style. Telling Xaus that he could pick up his cards if he didn't win a race might have affected his performance. Whatever had motivated Xaus, there was plenty of it.

Corser was waving goodbye to even the slimmest mathematical chance of winning the title with an 11th-place finish. "Yesterday's crash was hurting," said Corser. "Although I can handle the pain, it's all part of my job, I just didn't have the strength I needed to pull the bike back up when changing direction. On the fourth lap I ran straight on after coming to a corner wide after a long slide. I lost a good number of places and it all got complicated." It may get even more complicated for Corser over the next few months. There

must be a question mark over him signing with Aprilia again after the public row with the team over out-of-round tires and rider commitment. Laconi, meanwhile, did his employment prospects some good by coming home behind Bostrom in fifth. Laconi fought a fierce race-long fight with Chili, Lavilla and Okada for the place.

Hodgson was 10th and none too happy with himself about it. "It has been a disappointing day because we came to Oschersleben with great expectations," admitted Hodgson. "I think that by qualifying on pole it disguised the fact that we didn't have the best



Superbike World Champion Colin Edwards (1) celebrates his first-race victory in Germany, carrying a Texas flag on the cool-off lap. Photo by Sports Photography.



Ben Bostrom (155) finished third and fourth in the races at Oschersleben, ending his run of five-straight World Superbike victories. Photo by Sports Photography.

CBR600F4i, before this weekend's action even began. With contract stuff already over, Foret and Riba could concentrate on racing and the pair dominated the weekend, with Foret just beating Riba in Sunday's thrilling race.

With only moments to go in final qualifying, Foret got a good run through the heavy traffic to grab pole position. A few turns further back on track, his teammate Riba was on target to snatch that pole—on his last flying lap and with no time left on the session clock, Riba was faster through his first two splits, but then came up behind a group of riders touring around on their cool-off lap. Riba was forced to sit up and shut off, and settle for third on the grid.

Adam Fergusson slipped to second on the grid, his fastest lap was still the same one that had put him and his

Foret and Riba started to take hold of the race at the front. Foret looked the strongest of the two but seemed unsure if he should be taking points off his teammate Riba, who was leading Foret in the Championship. His team had made no pre-race orders and showed none on his board so Foret took off, running confidently in the lead.

The pair had to deal with the very strong challenge of Pitt for most of the race. Pitt survived some of the mayhem behind and managed to nudge ahead of the Honda riders on a couple of occasions, but Foret blasted back into the lead each time. As Riba and Pitt continued to swap paint behind, Foret pulled out a small lead. He kept his head down for the last two laps and finished just 0.442-second ahead of Riba. Pitt finished third, only 0.097-second behind Riba.

The Ten Kate Honda team was delighted with the result. "It's a perfect end to a perfect weekend," said Team Manager Ronald ten Kate.

Foret described the win as a great confidence boost for him, "It's really good for my head! I have been on the front row so many times and now I finally have the result I have waited all season for."

If Jamie Whitham hadn't been following team orders he might have given the front three riders some extra competition in the last laps. But he wouldn't pass his teammate Paulo Casoli, hanging back in fifth instead. Whitham easily broke the lap record catching the leading group. Casoli finished fourth and took the Championship points lead again after Teuchert's crash, which is why Whitham wouldn't pass him. "I would expect Paulo to do the same for me if the position had been reversed," said Whitham, "and it's my fault for not having a points lead over my teammate. But even if I had caught the Ten Kate Hondas I'm not sure I could have beaten them, they are running so fast at the moment."

Both Ten Kate bikes were running Pirellis, but not the new 190 size they've tested during the recess. Despite promising results with the tire, Pirelli engineers want to test the bigger tire more before racing it. Pitt runs with Dunlops on his Kawasaki, as do both the Belgarda Yamaha men, Casoli and Whitham.

#### Klaffenbock Wins Sidecar Race

The Superside (Sidecar) pendulum swung back in the favor of Klaus Klaffenbock at Oschersleben. He had watched from the pitlane as his rival



Teammates Fabien Foret (99) and Pere Riba (7) finished one-two on a pair of Hondas in the 600cc Supersport race at Oschersleben. Here, Foret leads Andrew Pitt (8), Jorg Teuchert, Riba and Paolo Casoli (2). Photo by Sports Photography.

race set-up possible. I must admit that it wasn't my day and even though I tried my hardest, I wasn't riding to my full potential."

#### Ten Kate Honda's Foret And Riba Take First And Second In Sensational Supersport Race

Silly season was in full swing by Oschersleben with all sorts of claims about who was riding what next year. But Ten Kate Honda's Ronald ten Kate was determined his riders and teams would have none of the distractions it all causes, so he re-signed both of his present riders, Spaniard Pere Riba and Frenchman Fabien Foret, to ride Supersport next season on the Honda

Alpha Technik Honda at the front of Friday's session. Andrew Pitt on the Fuchs Kawasaki completed the front row, running fourth-fastest.

The race on Sunday was an all-time Supersport classic. From start-to-finish the race was packed with drama, battles for the lead, crashes and breathtaking passes. Katsuki Fujiwara looked strong until he sat up mid-corner to avoid running into Riba. Championship leader Jorg Teuchert was right on Fujiwara's tail and couldn't avoid running his Wilbers Suspension Yamaha into the rear tire of Fujiwara's Alstare Corona Suzuki. He looked on course to lead up until then, having carved his way through from a bad start with some determined passes.



won at Brands Hatch, now the boot was on the other foot for Klaffee.

The Austrian driver and his passenger Christian Parzer regained the Sidecar World Championship advantage when reigning Champion Steve Webster retired. Webster's motor tightened up the bottom-end with nine laps remaining—a component broke within Webster's highly tuned Suzuki engine, leaving metal fragments blocking a vital internal oilway. Webster is one of many riders who prefers a 1200cc version of the venerable GSX-R1100W engine. Many riders are now experimenting with a short-stroke version of the Hayabusa motor, ready for next year's competition.

That result meant that Klaffenbock, who had suffered four engine blow-ups himself over the weekend, picked up 25 points and the title lead into the final two rounds. **RW**

## RESULTS

**SUPERBIKE WORLD CHAMPIONSHIP RACE ONE:** 1. Colin Edwards, USA (Hon RC51), 41:23.687, 92.480 mph; 2. Ruben Xaus, Spain (Duc 996R), 41:27.042; 3. Ben Bostrom, USA (Duc 996R), 41:38.999; 4. Akira Yanagawa, Japan (Kaw ZX-7RR), 41:41.402; 5. Tadayuki Okada, Japan (Hon RC51), 41:45.105; 6. Pierfrancesco Chili, Italy (Suz GSX-R750), 41:45.380; 7. Neil Hodgson, Great Britain (Duc 996RS), 41:46.758; 8. Régis Laconi, France (Apr RSV1000), 41:48.421; 9. Troy Corser, Australia (Apr RSV1000), 41:52.305; 10. James Toseland, Great Britain (Duc 996RS), 41:53.751; 11. Gregorio Lavilla, Spain (Kaw ZX-7RR), 42:01.882; 12. Stéphane Chambon, France (Suz GSX-R750), 42:22.847; 13. Juan Borja, Spain (Yam YZF-R7), 42:33.804; 14. Giovanni Bussei, Italy (Duc 996RS), 42:34.869; 15. Bertrand Stey, France (Hon RC51), 42:34.958; 16.

Peter Goddard, Australia (Benelli Tornado 900), 42:42.827; 17. Mauro Sanchini, Italy (Duc 996RS), 42:43.519; 18. Berto Camlek, Slovakia (Yam YZF-R7), 27 laps; 19. Ferdinando Di Maso, Italy (Kaw ZX-7RR), 27 laps; 20. Marco Bortolan, Italy (Duc 996RS), 23 laps, DNF; 21. Steve Martin, Australia (Duc 996RS), 21 laps, DNF, crashed; 22. Troy Bayliss, Australia (Duc 996R), 21 laps, DNF, entered pits. Race Distance, 28 laps, 63.803 miles; Race Time, 41 minutes, 23.687 seconds; Race Average Speed, 92.480 mph; Victory Margin, 3.355 seconds; Fastest Lap, Edwards, 1:27.988, 93.231 mph, Lap 7.

**SUPERBIKE WORLD CHAMPIONSHIP RACE TWO:** 1. Xaus, 41:17.957, 92.694 mph; 2. Edwards, 41:27.895; 3. Bayliss, 41:32.864; 4. Bostrom, 41:35.527; 5. Laconi, 41:47.268; 6. Chili, 41:47.349; 7. Lavilla, 41:47.564; 8. Okada, 41:47.698; 9. Yanagawa, 41:48.004; 10. Hodgson, 41:50.778; 11. Corser, 41:50.904; 12. Toseland, 42:51.078; 13. Chambon, 42:03.055; 14. Martin, 42:09.443; 15. Robert Ulm, Austria (Duc 996RS), 42:11.739; 16. Lucio Pedercini, Italy (Duc 996RS), 42:32.618; 17. Goddard, 42:32.960; 18. Broc Parkes, Australia (Duc 996RS), 42:33.847; 19. Sanchini, 42:37.991; 20. Stey, 42:44.755. Race Distance, 28 laps, 63.803 miles; Race Time, 41 minutes, 17.957 seconds; Race Average Speed, 92.694 mph; Victory Margin, 9.938 seconds; Fastest Lap, Xaus, 1:27.669, 93.570 mph, Lap 4.

**SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING:** 1. Bostrom, 1:27.610, 93.633 mph; 2. Corser, 1:27.656; 3. Xaus, 1:27.690; 4. Hodgson, 1:27.827; 5. Bayliss, 1:28.146; 6. Edwards, 1:28.151; 7. Okada, 1:28.493; 8. Toseland, 1:28.519; 9. Laconi, 1:28.521; 10. Martin, 1:28.627; 11. Chili, 1:28.824; 12. Chambon, 1:28.900; 13. Lavilla, 1:28.907; 14. Yanagawa, 1:28.923; 15. Ulm, 1:28.942; 16. Bussei, 1:29.212; 17. Pedercini, 1:29.447; 18. Borja, 1:29.494; 19. Martin Craggill, Australia (Duc 996RS), 1:29.620; 20. Stey, 1:29.728.

**SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE:** 1. Hodgson, 1:27.325, 93.939 mph; 2. Corser, 1:27.442; 3. Xaus, 1:27.480; 4. Edwards, 1:27.738; 5. Bostrom, 1:27.808; 6. Bayliss, 1:27.844; 7. Laconi, 1:28.074; 8. Yanagawa, 1:28.266; 9. Toseland, 1:28.512; 10. Okada, 1:28.517; 11. Martin, 1:28.594; 12. Lavilla, 1:28.725; 13. Chili, 1:28.748; 14. Bussei, 1:29.069; 15. Chambon, 1:29.256; 16. Ulm, 1:29.394.

**SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 21 of 25 races, all 25 count):** 1. Bayliss, 319 points; 2. Edwards, 295 points; 3. Bostrom, 276 points; 4. Corser, 238 points; 5. Hodgson, 232 points; 6. Chili, 199 points; 7. Yanagawa, 152 points; 8. Xaus, 151 points; 9. Okada, 137 points; 10. Lavilla, 136 points.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP:** 1. Fabien Foret, France (Hon CBR00F4i), 43:00.008, 89.027 mph; 2. Pere Ribba, Spain (Hon CBR600F4i), 43:00.450; 3. Andrew Pitt, Australia (Kaw ZX-6R), 43:00.547; 4. Paolo Casoli, Italy (Yam YZF-R6), 43:00.990; 5. Jamie Whitham, Great Britain (Yam YZF-R6), 43:01.296; 6. Christian Kellner, Germany (Yam YZF-R6), 43:02.226; 7. Fabrizio Piovano, Italy (Suz GSX-R600), 43:02.361; 8. Karl Muggenridge, Australia (Suz GSX-R600), 43:02.731; 9. Christophe Cogan, France (Yam YZF-R6), 43:08.111; 10. Adam Fergusson, Australia (Hon CBR600F4i), 43:12.094; 11. Dean Thomas, Australia (Duc 748), 43:12.456; 12. Kevin Curtain, Australia (Hon CBR600F4i), 43:21.012; 13. Michael Schulten, Germany (Yam YZF-R6), 43:25.891; 14. Piergiorgio Bontempi, Italy (Yam YZF-R6), 43:34.104; 15. Stefano Cruciani, Italy (Yam YZF-R6), 43:47.702; 16. Jan Hanson, Sweden (Yam

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# Bayliss Is Champion Of The World

By Glenn Le Santo

**T**roy Bayliss won the Superbike World Championship in difficult conditions at Assen, winning both races on his Infostrada Ducati. The likeable 32-year-old from Taree, Australia needed a little help from his Infostrada teammate, Ruben Xaus, who rode shotgun for Bayliss in both races. Xaus looked capable of winning both races although, unlike Bayliss, he wasn't riding with a title in mind.

Bayliss was mindful that another DNF like at Oschersleben could hand the advantage back to defending Superbike World Champion Colin Edwards; Edwards was third in race one, but slumped to 10th in race two, leaving the Texan without even a mathematical chance of winning the title.

Xaus had looked like the man to beat all weekend. Coming from a win and a podium at Oschersleben, the Spaniard was fastest in Friday-afternoon's first qualifying session. His time was enough to secure him provisional pole, Saturday's timed qualifying was wet, with all the riders lapping slower than on Friday. Superpole was also wet, meaning the riders had 50 minutes to complete a maximum of 12 laps,

rain was falling as the race began.

It was pole man Bayliss who took the holeshot, with Xaus blowing his start and entering turn one buried way back in the pack. Yanagawa was second from Chili and Toseland, and Edwards was in touch with the leaders as they completed lap one. Xaus wasn't hanging back, setting the fastest race laps early in the race. He came from eighth at the end of the first lap to pull into second place on lap six. Xaus was riding very aggressively, showing hints of Carl Fogarty

charge stopped in its tracks. He looked faster than Bayliss, although if Bayliss wasn't riding for the title it might have been different. It got a bit scary a couple of times as the pair looked to be dicing for the lead, but Xaus soon calmed down and rode shotgun for Bayliss as the Australian powered his way to the win, moving a little closer to clinching the title. Edwards finished third—still in with a Championship chance.

The race didn't run full distance—the rain came down heavily with three



Troy Bayliss (21) won the Superbike World Champion with a double race win at Assen. Teammate Ruben Xaus (11) helped; Colin Edwards, seen here behind Bayliss and Xaus, finished third in the first race. Photo by Sports Photography.



Ruben Xaus (11) came from eighth on the first lap of the first race at Assen, carving his way past Neil Hodgson (100), Tadayuki Okada (8), Troy Corser and Colin Edwards (1) to challenge Troy Bayliss (behind Edwards) for the lead. Photo by Sports Photography.

with the times in this session only deciding the top 16 grid positions. Akira Yanagawa was fastest in Saturday's wet qualifying, and the Kawasaki crew was gambling on two wet races on Sunday and worked hard to get a good wet set-up.

Unlike at Oschersleben, when the "wet" Superpole format was actually played out on a dry track, the rain came down hard before and during the Superpole at Assen. The 16 riders all had to ride the entire session in full-wet conditions. Bayliss came out of the session on top, his time of 2:10.922 just fast enough to put him on pole, ahead of Xaus. Yanagawa was third-fastest and Pierfrancesco Chili on the Alstare Suzuki joined them on the front row.

Edwards just squeezed himself onto the second row, qualifying down in

eighth. He was joined on the second row by James Toseland, whose fifth place was the highest grid position the young British rider has had in his debut World Superbike year. Toseland's teammate and winner of four Superpoles already this year, Neil Hodgson, had to start the race from the fourth row, a very unfamiliar place for the GSE Ducati rider. Kawasaki's Gregorio Lavilla and Aprilia's Troy Corser completed the second row.

On Sunday the weather was still difficult to predict. The wind was blowing very hard and the rain continued to fall in sudden and very heavy showers. Race one started dry, and without exception the riders lined up on the grid with slick tires fitted. The race was declared dry, the sky looked moody, but the track was dry and no actual

in his style. This comes as no surprise as Fogarty has gotten behind Xaus, defending Xaus from the sniping that his early crashing form brought, and working closely with the young Spaniard throughout the season.

Xaus carved his way past Toseland, Corser, Edwards, Yanagawa and Chili in his move to the front. His passes left them in no doubt he was in a determined mood.

Once he came up behind teammate and Champion-elect Bayliss, Xaus'

laps still to run. Bayliss and Xaus, who were just over one second in front of Edwards at the time, both raised their hands simultaneously to signal the end of the race. Enough distance had been covered for the order to be declared a result. Edwards, struggling with tire problems, was unlikely to have been able to threaten either Ducati even if the race had run full distance. "At first it looked like an organized move by the Ducati Mafia," joked Edwards. "But I agreed with their decision to stop the race. Parts of the track looked dry



New Superbike World Champion Troy Bayliss poses with his team in a garage at Assen. Photo by Sports Photography.



but across the other side it was raining real hard."

Troy Corser slipped further down in Championship points when he finished sixth behind Hodgson, who has lately been catching the Australian in the title hunt. Chili kept hold of fourth place on the Suzuki, although the Italian slipped down from second as Xaus and Edwards blasted by him on lap seven.

After the race Edwards was philosophical, saying "I can win here, wet or dry, but today the Ducati boys were just on it!"

Xaus denied he had been following team orders and hanging back in second place. "Troy Bayliss was faster than me," claimed Xaus. "I got a shit start and tried to push but my tires were already sliding. The second part of the track is very slippery."

Bayliss was relieved to have taken a win again, his first since a victory in race one at Misano back in June. "It's been a long time coming," said Bayliss. "I want to go fast but I have to be careful and think of the Championship, I have to relax and just do my job."

Race two also started dry, and this time the showers held off until the race had run full distance. Bayliss took the holeshot again but Xaus got a much better start. Xaus hounded Bayliss instantly and then surprised everyone when he shot by the title leader on lap two. Bayliss soon got back in front and the pair scrapped over first place. As if to prove they were really trying, the pair steadily pulled away from third-place Edwards. Further proof of how hot their pace was came when Xaus had a huge moment as he got his Ducati 996 well out of shape going through the final chicane.

Edwards was struggling back in third—this time instead of moving up to pressure the Ducatis he was soon sliding backwards through the pack, and later said he took a chance before the race began, changing his tire choice after struggling in race one. Edwards said that his race-one choice hadn't fared too well—the Assen circuit is very hard on tires, it's fast, there's hard braking, and the surface is very grippy, a lethal combination for tires. But in race two, as Edwards slipped further down the ranking, it became apparent that Edwards had chosen badly—and that Bayliss could wrap up the title by the end of the race.

Xaus and Bayliss were again swapping paint out front, a sight that must have had Ducati team boss Davide Tardozzi shrieking with disbelief in the pit garage. Xaus eventually held out his leg on lap 15, a sign that he was letting Bayliss go ahead for victory.

Edwards, meanwhile, had continued to lose places, and by the time he got back into 12th place on lap 11 the title defense was looking like a lost cause for the Texan. He pulled up to 10th on lap 15, but with only one lap left, and with Bayliss now in a comfortable lead, Edwards knew his title was gone.

Bayliss, however, had no idea he had won the Superbike World Championship—even as he crossed the finish line on his back wheel. "I thought Edwards was probably right up behind me and Ruben, I had no idea he was so far back," said Bayliss. "The first I realized I had won the title was back

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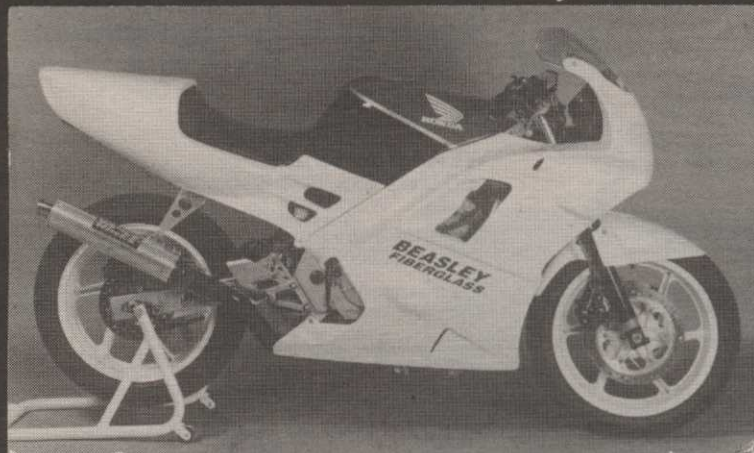
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Assen WSB

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in 'parque ferme' when I saw my mechanics wearing the 'Bayliss—2001 World Superbike Champion' T-shirts!"

Corser finished third behind the Ducati pair. "I'm happy to be back on the podium," said Corser. "We've had our problems lately, but the boys have worked hard to get us back up there. The Aprilia was super fast down the

five wins in succession, had another poor race. "My tires just haven't let me do what I need to do, I wanted to win here again but I just couldn't make it happen," said the Californian.

Akira Yanagawa finished sixth, denied the wet races he had hoped for since his qualifying times in the wet were among the fastest and the Kawasaki technicians were confident they had the best set-up for a wet race. But the fickle weather, which had ruled the weekend's proceedings, didn't come



*Ben Bostrom (155), seen here in the wet at Assen, struggled to two 11th-place finishes.  
Photo by Sports Photography.*

straight this weekend, but the Dunlops didn't provide the drive out of the corners we needed. The last few races have been shit! I know that both the bike and myself are capable of the results. I've helped develop the Aprilia and make it a potential Championship-winning machine. I'd like to stick with it for next year."

"I've had a fun weekend," said Xaus. "I'm getting used to being here on the podium, I hope it's the same again in the next race at Imola. I hope we can fight for victory again."

Bayliss admitted he was looking forward to racing without the pressure of working toward the title on him. "It's been very hard for me lately, I've wanted to race but I've had to consider the title, and I haven't always been able to push as hard as I'd like. I've been riding very much within myself, not pushing things. I haven't wanted to crash and throw it all away," said Bayliss, who hasn't crashed during a race all season.

America Ben Bostrom, who had looked so hot in previous rounds with



*Heavy rain led to the Superpole qualifying session being declared "Wet" at Assen. Photo by Sports Photography.*



*Start of the 600cc Supersport race at Assen, Katsuki Fujiwara (37) leading Paolo Casoli (2), Pere Riba (7), Andrew Pitt (8), Vittorio Iannuzzo (31), Piergiorgio Bontempi (12), Karl Muggeridge (5) and the rest of the field. Photo by Sports Photography.*



to the Fuchs Kawasaki rider's aid. It stayed dry and he stayed off the podium. For Ducati the result means the Italian brand has wrapped up both the rider and manufacturer titles. Meanwhile, the rest of the paddock, with the exception of Aprilia and Honda, left Assen hoping the announcement on rule changes, promised for Assen but again delayed, would be made soon and would contain some favorable changes for the four-and-three-cylinder bikes.

#### Casoli Nudges Closer To Supersport Championship

Paulo Casoli can thank his friend and teammate Jamie Whitham for helping him again in the Supersport Championship title chase. The pair both ride for the Belgarda Yamaha team, and they were fast again at Assen. But again Whitham refused to pass Casoli (he hung back at Oschersleben the week before), ensuring the Italian picked up more vital Championship points.

Jorg Teuchert, the reigning Supersport World Champion, saw his hopes of retaining the title fade again, after a crash at Oschersleben. The German could only finish in fourth at Assen. With Casoli taking the race win, and Andrew Pitt finishing second, it looks all over for Teuchert.

Qualifying for the Supersport race was plagued by poor weather. Katsuaki Fujiwara was fastest in the first timed qualifying session, with Pere Riba second. Both Friday and Saturday's timed session were reduced to a tire-choice lottery. Teams would decide the track was dry and fit a qualifying tire and then the rain would come just as soon as the rider and bike were ready to ride out on track to attempt a fast, dry lap.

Pere Riba was almost alone on the circuit during the final 15 minutes of Saturday's session. The rain had fallen heavily and many riders had called it a day and taken off for the dry sanctuary of their motorhomes. Riba, meanwhile, ordered his team to set up his Honda CBR600F4i in full wet race trim. He then rode off into the rain to knock off a few laps of the soaking circuit.

Few riders bettered their Friday times on Saturday, so Fujiwara lined up on pole with Riba alongside. Casoli was third-fastest and Vittorio Iannuzzo on a Suzuki completed the front row.

The race was another Supersport classic, with fierce fighting for the lead that was, as usual, almost physical. Fujiwara got the holeshot but he wasn't in the lead for long. Throughout the next few laps the lead changed at least once per lap, with Karl Muggeridge and Casoli both having a turn at the front. But Muggeridge pushed a little too hard and ran into the back of Pirovano's Suzuki, and was spun off into the grass in a crash that left him unhurt. Pirovano stayed upright and continued racing.

Riba was now mixing it with the lead group on his Ten Kate Honda. The

Spaniard seemed to have the upper hand in the power stakes and picked the other bikes off one-by-one to break into the lead. Just as he took the lead the race was red-flagged as rain fell in another heavy shower.

The track had dried again by the restart, so nearly all the riders lined up on the grid on dry tires, despite the race being declared wet. This meant that should it rain again, the race wouldn't be stopped, and riders would have to make do with their tire choice. The grid and aggregate times were based on the running order at the end of lap three, putting Casoli on pole, from Fujiwara.

At the restart, Riba forced his way into the lead and looked set to close the time deficit on Casoli, but then he clashed with Pirovano mid-turn. On lap 13 the Italian tried to cut up the inside of Riba who wasn't about to give way. The Italian's Suzuki struck Riba's Honda at the rear, forcing Riba wide. The Ten Kate man lost several places and retired on the next lap. His rear tire was split along the sidewall and losing air, probably as a result of the collision with Pirovano.

Fujiwara and Casoli continued to fight tooth-and-nail at the front, with Pitt behind them sniffing for a way past the pair. Then, with only two laps remaining it started to rain again, and it was now up to Casoli, Fujiwara and Pitt to finish the race, still battling for the lead, in torrential rain on dry tires. Whitham had put pressure on Fujiwara in the final laps, and maybe contributed to Fujiwara's error when he slid out of the race shortly after the rain started to fall.

Casoli had managed to make a small break before the rain fell. He now had a clear track ahead, so he could choose his lines and was untroubled by spray. He made the advantage count, finishing 2.5 seconds up on Pitt and 3.6 up on third-place Whitham.

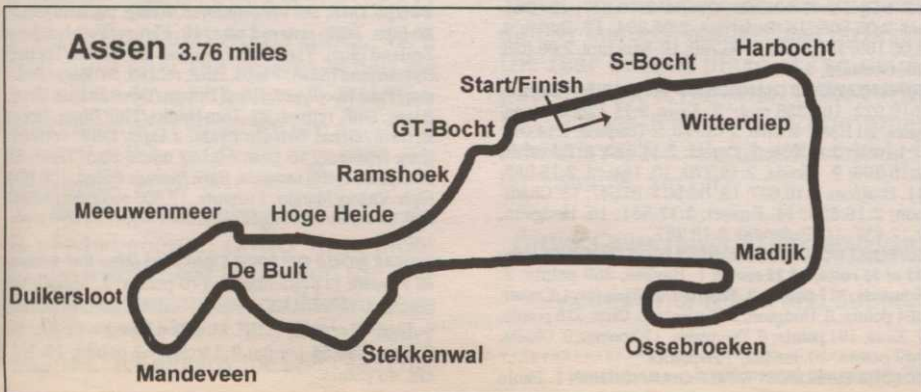
The win for Casoli, combined with the third from Whitham, meant Yamaha clinched the manufacturer title. It also meant that Casoli, with only one race left, leads Pitt with 147 points to 136. Teuchert, who finished fourth in the race, has 126, so he still could retain the title, but he'll need a lot of luck to do it.

#### Torto Cuts Ellison's Points Lead In Superstock

In possibly the most bizarre race seen in recent years, James Ellison saw his European Superstock Championship lead cut to 14 points when he finished sixth while series rival Walter "Torto" Tortorogilo squeezed past as they crossed the line, beating Ellison by just 0.014-second.

Seconds before the start of the race the Assen weather played hell and tor-

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## WSB Assen

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rential rain fell to give the track a thorough soaking. Almost everybody dived into the pit lane to change to wet tires. Meanwhile, only four riders remained on the grid to take the start. As the lights went off, these four sped off as the other 27, including Ellison and Tortoroglio, were still in the pit lane changing tires.

The race was won by Italian Lorenzo Mauri on a Ducati 996, who forced his way past local riders John Bakker and Bob Withag in the closing laps.

### Klaffe Clinches Sidecar Title As Rivals Retire

Another DNF for reigning Sidecar World Champion Steve Webster handed the title to his arch-rival Klaus Klaffenbock at Assen. Not only did Webbo relinquish his crown, but he also slipped back to third in the points as Steve Abbott took a well-deserved win. Webster was forced to retire when his passenger Paul Woodhead got his wrist trapped between a grab handle and the fairing, damaging his arm to such an extent that he could no longer hold onto the outfit.

In another bizarre incident, Jorg Steinhausen crashed his outfit when a plastic bag was blown across his visor, obscuring his view. He lost control of his sidecar and crashed, but was not seriously hurt in the incident.

Klaffenbock took an unassailable lead in the title as a result of both Webster and Steinhausen's retirements. **RW**

### RESULTS

**SUPERBIKE WORLD CHAMPIONSHIP RACE ONE:** 1. Troy Bayliss, Australia (Duc 996R), 27:08.793, 108.003 mph; 2. Ruben Xaus, Spain (Duc 996R), 27:08.959; 3. Colin Edwards, USA (Hon RC51), 27:09.875; 4. Pierfrancesco Chili, Italy (Suz GSX-R750), 27:13.860; 5. Neil Hodgson, Great Britain (Duc 996RS), 27:21.544; 6. Troy Corser, Australia (Apr RSV1000), 27:22.131; 7. Tadayuki Okada, Japan (Hon RC51), 27:24.051; 8. Akira Yanagawa, Japan (Kaw ZX-7RR), 27:24.399; 9. Régis Laconi, France (Apr RSV1000), 27:24.604; 10. James Toseland, Great Britain (Duc 996RS), 27:29.375; 11. Ben Bostrom, USA (Duc 996R), 27:29.804; 12. Gregorio Lavilla, Spain (Kaw ZX-7RR), 27:34.400; 13. Stephane Chambon, France (Suz GSX-R750), 27:42.176; 14. Juan Borja, Spain (Yam YZF-R7), 27:54.928; 15. Lucio Pedercini, Italy (Duc 996RS), 28:02.475; 16. Giovanni Bussei, Italy (Duc 996RS), 28:02.817; 17. Peter Goddard, Australia (Benelli Tornado 900), 28:03.819; 18. Martin Cragg, Australia (Duc 996RS), 28:04.585; 19. Mauro Sanchini, Italy (Duc 996RS), 28:07.829; 20. Steve Martin, Australia (Duc 996RS), 28:09.640. Race Distance, 13 laps, 48.865 miles; Race Time, 27 minutes, 8.793 seconds; Race Average Speed, 108.003 mph; Victory Margin, 0.166-second; Fastest Lap, Xaus, 2:04.165, 108.983 mph, Lap 9.

**SUPERBIKE WORLD CHAMPIONSHIP RACE TWO:** 1. Bayliss, 33:31.896, 107.615 mph; 2. Xaus, 33:32.117; 3. Corser, 33:36.471; 4. Chili, 33:36.672; 5. Hodgson, 33:38.607; 6. Yanagawa, 33:38.717; 7. Laconi, 33:44.406; 8. Toseland, 33:45.745; 9. Lavilla, 33:45.922; 10. Edwards, 33:52.961; 11. Bostrom, 33:53.523; 12. Chambon, 33:53.535; 13. Okada, 33:54.233; 14. Bussei, 34:17.284; 15. Pedercini, 34:26.674; 16. Hitoyasu Izutsu, Japan (Kaw ZX-7RR), 34:30.103; 17. Sanchini, 34:31.078; 18. Marco Bortolani, Italy (Duc 996RS), 34:31.497; 19. Goddard, 34:32.207; 20. Martin, 34:34.695. Race Distance, 16 laps, 60.142 miles; Race Time, 33 minutes, 31.896 seconds; Race Average Speed, 107.615 mph; Victory Margin, 0.221-second; Fastest Lap, Xaus, 2:04.744, 108.477 mph, Lap 14.

**SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING:** 1. Xaus, 2:02.409, 110.546 mph; 2. Corser, 2:03.216; 3. Bayliss, 2:03.329; 4. Toseland, 2:04.035; 5. Yanagawa, 2:04.124; 6. Lavilla, 2:04.375; 7. Hodgson, 2:04.407; 8. Chambon, 2:04.431; 9. Edwards, 2:04.447; 10. Laconi, 2:04.593; 11. Bostrom, 2:04.633; 12. Chili, 2:04.652; 13. Borja, 2:05.522; 14. Okada, 2:05.547; 15. Bussei, 2:05.605; 16. Pedercini, 2:05.894; 17. Bortolani, 2:06.165; 18. Izutsu, 2:06.736; 19. Sanchini, 2:06.826; 20. Goddard, 2:07.145.

**SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE:** 1. Bayliss, 2:10.922, 103.358 mph; 2. Xaus, 2:11.126; 3. Yanagawa, 2:11.382; 4. Chili, 2:13.776; 5. Toseland, 2:14.047; 6. Lavilla, 2:14.058; 7. Corser, 2:14.120; 8. Edwards, 2:15.296; 9. Okada, 2:15.770; 10. Laconi, 2:15.985; 11. Bostrom, 2:16.627; 12. Borja, 2:16.647; 13. Chambon, 2:16.892; 14. Bussei, 2:17.581; 15. Hodgson, 2:17.937; 16. Pedercini, 2:18.257.

**SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 23 of 25 races, all 25 count):** 1. Bayliss, 369 points; 2. Edwards, 317 points; 3. Bostrom, 286 points; 4. Corser, 264 points; 5. Hodgson, 254 points; 6. Chili, 225 points; 7. Xaus, 191 points; 8. Yanagawa, 170 points; 9. Okada, 149 points; 10. Lavilla, 147 points.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP:** 1. Paolo

Casoli, Italy (Yam YZF-R6), 34:58.965, 103.151 mph; 2. Andrew Pitt, Australia (Kaw ZX-6R), 35:01.422; 3. Jamie Whitham, Great Britain (Yam YZF-R6), 35:05.613; 4. Jorg Teuchert, Germany (Yam YZF-R6), 35:04.812; 5. Fabrizio Pirovano, Italy (Suz GSX-R600), 35:06.174; 6. Kevin Curtain, Australia (Hon CBR600F4i), 35:08.234; 7. Vittorio Iannuzzo, Italy (Suz GSX-R600), 35:14.953; 8. Iain MacPherson, Great Britain (Kaw ZX-6R), 35:16.427; 9. Christophe Cogan, France (Yam YZF-R6), 35:16.644; 10. Fabien Foret, France (Hon CBR600F4i), 35:19.140; 11. Christian Kellner, Germany (Yam YZF-R6), 35:20.082; 12. Piergiorgio Bontempi, Italy (Yam YZF-R6), 35:24.325; 13. Werner Daemen, Belgium (Yam YZF-R6), 35:29.232; 14. Adam Fergusson, Australia (Hon CBR600F4i), 35:30.947; 15. Cristiano Migliorati, Italy (Hon CBR600F4i), 35:38.566; 16. Chris Vermeulen, Australia (Hon CBR600F4i), 35:43.477; 17. Dean Thomas, Australia (Duc 748), 35:46.042; 18. Christer Lindholm, Sweden (Yam YZF-R6), 36:03.976; 19. Jan Hanson, Sweden (Yam YZF-R6), 36:09.595; 20. Vittorio Guareschi, Italy (Duc 748), 36:17.898; 21. Katsuki Fujiwara, Japan (Suz GSX-R600), 14 laps, DNF, crashed; 22. Pere Riba, Spain (Hon CBR600F4i), 13 laps, DNF, entered pits; 31. Karl Muggeridge, Australia (Suz GSX-R600), 2 laps, DNF, crashed. Race Distance, 16 laps, 60.142 miles; Race Time, 34 minutes, 58.965 seconds; Race Average Speed, 103.151 mph; Victory Margin, 2.457 seconds; Fastest Lap, Whitham, 2:08.748, 105.104 mph, Lap 8.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING:** 1. Fujiwara, 2:08.497, 105.313 mph; 2. Riba, 2:08.553; 3. Casoli, 2:09.015; 4. Iannuzzo, 2:09.123; 5. Muggeridge, 2:09.141; 6. Pitt, 2:09.149; 7. Cogan, 2:09.211; 8. Curtain, 2:09.276; 9. MacPherson, 2:09.317; 10. Pirovano, 2:09.715; 11. Bontempi, 2:09.737; 12. Hanson, 2:09.800; 13. Whitham, 2:09.817; 14. Guareschi, 2:09.845; 15. Kellner, 2:09.896; 16. Teuchert, 2:09.986; 17. Thomas, 2:10.053; 18. Lindholm, 2:10.104; 19. Daemen, 2:10.244; 20. Foret, 2:10.325.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 10 of 11 races, all 11 count):** 1. Casoli, 147 points;

2. Pitt, 136 points; 3. Teuchert, 126 points; 4. Curtain,

100 points; 5. Whitham, 90 points; 6. Riba, 83 points;

7. Muggeridge, 72 points; 8. Foret, 65 points; 9. Pirovano,

62 points; 10. MacPherson, 57 points.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP:** 1. Lorenzo

Mauri, Italy (Duc 996S), 29:58.127, 90.306 mph; 2. John

Bakker, Holland (Duc 996S), 30:02.096; 3. Bob Withag,

Holland (Hon CBR929RR), 30:33.025; 4. Gianluca Vizziello,

Italy (Yam YZF-R1), 30:34.783; 5. Walter Tortoroglio, Italy

(Suz GSX-R1000), 30:46.811; 6. James Ellison, Great

Britain (Suz GSX-R1000), 30:46.825; 7. Alex Martinez,

Spain (Apr RSV1000R), 30:52.999; 8. Daniel Oliver, Spain

(Apr RSV1000), 31:10.828; 9. Dario Tosolini, Italy (Duc

996S), 31:13.929; 10. Lorenzo Alfonsi, Italy (Duc 996S),

31:25.485; 11. Koen Vleugels, Belgium (Yam YZF-R1),

31:55.447; 12. Marty Nutt, Great Britain (Suz GSX-R1000),

32:00.843; 13. Yann Gyger, Switzerland (Hon CBR929RR),

32:15.850; 14. Kieran Murphy, Great Britain (Suz GSX-

R1000), 11 laps; 15. Benny Jerzenbeck, Germany (Suz

GSX-R1000), 11 laps; 16. Didier Vankeymeulen, Belgium

(Hon CBR929RR), 11 laps; 17. Robert De Vries, Hol-

land (Suz GSX-R750), 11 laps; 18. Markus Wegscheider,

Italy (Suz GSX-R1000), 11 laps; 19. Michael Weyand,

Belgium (Yam YZF-R1), 11 laps; 20. Francesco Rafanelli,

Italy (Hon CBR929RR), 11 laps; 26. Andy Notman, Great

Britain (Suz GSX-R1000), 11 laps; 28. Paul Mooijman,

Holland (Yam YZF-R1), 10 laps, DNF, retired; 30. Mark

Heckles, Great Britain (Hon CBR929RR), 5 laps, DNF,

crashed; 31. Giacomo Romanelli, Italy (Suz GSX-R1000),

1 lap, DNF, crashed. Race Distance, 12 laps, 45.106 miles;

Race Time, 29 minutes, 58.127 seconds; Race Average

Speed, 90.306 mph; Victory Margin, 3.969 seconds; Fastest

Lap, Nutt, 2:23.160, 94.522 mph, Lap 2.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP QUALIFYING:**

1. Nutt, 2:25.145, 93.234 mph; 2. Heckles, 2:25.187;

3. Mooijman, 2:26.447; 4. Ellison, 2:27.188; 5. Tosolini,

2:27.203; 6. Notman, 2:27.489; 7. Wegscheider, 2:27.812;

8. Vleugels, 2:28.706; 9. De Vries, 2:29.065; 10.

Vankeymeulen, 2:29.401; 11. Murphy, 2:29.531; 12.

Alfonsi, 2:29.692; 13. Ludovic Fourreau, France (Suz

GSX-R1000), 2:29.719; 14. Vizziello, 2:29.773; 15.

Gunter Knobloch, Austria (Yam YZF-R1), 2:29.822; 16.

Mauri, 2:29.826; 17. Tortoroglio, 2:30.267; 18. Wey-

and, 2:30.498; 19. Gyger, 2:30.604; 20. Benjamin

Nabert, Germany (Suz GSX-R1000), 2:30.686.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP POINT STAND-**

**INGS (After 7 of 8 races, all 8 count):** 1. Ellison, 146 points;

2. Tortoroglio, 132 points; 3. Heckles, 93 points; 4.

Jerzenbeck, 72 points; 5. Nutt, 65 points; 6. Tosolini,

54 points; 7. Oliver, 52 points; 8. Vizziello, 49 points;

9. Romanelli, 45 points; 10. Alfonsi, 43 points.

**SIDECAR WORLD CUP:** 1. Steve Abbott/Jamie Biggs, Great

Britain/Great Britain (Yam), 35:51.459, 100.634 mph;

2. Klaus Klaffenbock/Christian Parzer, Austria/Aus-

tria (Suz), 37:09.357; 3. Van Gils/Van Gils, Holland

(Suz), 37:24.534; 4. Cameron/Darby, Great Britain

(Suz), 38:03.414; 5. Steenbergen/Buyzerd, Holland

(Suz), 38:03.562; 6. Ian Guy/Andy Peach, Great

Britain/Great Britain (Suz), 38:06.401; 7. Stuart Mul-

doon/Crone, Great Britain (Yam), 38:21.884; 8.

Hayakawa/Kobe, Japan (Suz), 15 laps; 9. Eilers/Kol-

loch, Germany (Suz), 15 laps; 10. Lambert/Murray,

Great Britain (Yam), 15 laps; 11. Founds/Founds, Great

Britain (Yam), 15 laps; 12. Morrissey/Cox, Great Britain

(Yam), 15 laps; 13. Bevers/Bevers, Holland (Suz), 15

laps; 14. Delannoy/Vannier, France (Hon), 15 laps; 15.

Roscher/Neubert, Germany (Suz), 5 laps, DNF, retired;

16. Jorg Steinhausen/Hopkinson, Germany (Suz), 15

laps, DNF, crashed; 17. Hall/Wood, Great Britain (Suz),

14 laps, DNF; 18. Verweijmeren/Kruij, Holland (Suz),

10 laps, DNF, entered pits; 19. Fleury/Pointer, New

Zealand (Suz), 9 laps, DNF, retired; 20. Liechti/Locher,

Switzerland (Kaw), 7 laps, DNF, retired; 21. Steve Web-

ster/Paul Woodhead, Great Britain/Great Britain (Suz),

6 laps, DNF, retired; 22. Tom Hanks/Phil Biggs, Great

Britain/Great Britain (Suz), 2 laps, DNF, retired.

Race Distance, 16 laps, 60.142 miles; Race Time, 35

minutes, 51.459 seconds; Race Average Speed, 100.634

mph; Victory Margin, 1 minute, 17.898 seconds; Fastest

Lap, Steinhausen/Hopkinson, 2:11.380, 102.998 mph,

Lap 10.

**SIDECAR WORLD CUP POINT STANDINGS (After 8 of 9 races,**

**all 9 count):** 1. Klaffenbock, 140 points; 2. Abbott, 98

points; 3. Webster, 95 points; 4. Steinhausen, 75 points;

5. Guy, 63 points; 6. TIE, Muldoon/Hanks, 61 points;

8. Van Gils, 54 points; 9. Liechti, 52 points; 10. Eil-

ers, 45 points.



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YZF-R6), 43:47.800; 17. Shannon Johnson, Australia (Hon CBR600F4i), 43:48.198; 18. Rico Penzkofer, Germany (Duc 748), 43:48.662; 19. Nello Russo, Italy (Yam YZF-R6), 44:00.006; 20. Kyo Verstraeten, Holland (Hon CBR600F4i), 44:00.196; 25. Jorg Teuchert, Germany (Yam YZF-R6), 7 laps, DNF, crashed; 26. Katsuki Fujiwara, Japan (Suz GSX-R600), 7 laps, DNF, crashed. Race Distance, 28 laps, 63.803 miles; Race Time, 43 minutes, 0.008-second; Race Average Speed, 89.027 mph; Victory Margin, 0.442-second; Fastest Lap, Whitham, 1:30.806, 90.338 mph, Lap 11.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING:** 1. Foret, 1:30.620, 90.523 mph; 2. Fergusson, 1:30.894; 3. Riba, 1:30.907; 4. Pitt, 1:30.947; 5. Kellner, 1:30.995; 6. Shulten, 1:31.018; 7. Terchert, 1:31.038; 8. Cogan, 1:31.094; 9. Muggeridge, 1:31.099; 10. Casoli, 1:31.130; 11. Iain MacPherson, Great Britain (Kaw ZX-6R), 1:31.149; 12. Fujiwara, 1:31.201; 13. Lindholm, 1:31.355; 14. Whitham, 1:31.365; 15. Pirovano, 1:31.408; 16. Bontempi, 1:31.411; 17. Werner Daemen, Belgium (Yam YZF-R6), 1:31.418; 18. Steve Plater, Great Britain (Hon CBR600F4i), 1:31.531; 19. Chris Vermeulen, Australia (Hon CBR600F4i), 1:31.532; 20. Cruciani, 1:31.661.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 11 races, all 11 count):** 1. Casoli, 122 points; 2. Pitt, 116 points; 3. Teuchert, 113 points; 4. Curtin, 90 points; 5. Riba, 83 points; 6. Whitham, 74 points; 7. Muggeridge, 72 points; 8. Foret, 59 points; 9. Pirovano, 51 points; 10. Fujiwara, 50 points.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP:** 1. James Ellison, Great Britain (Suz GSX-R1000), 23:22.173, 87.755 mph; 2. Marty Nutt, Great Britain (Suz GSX-R1000), 23:25.285; 3. Walter Tortoroglio, Italy (Suz GSX-R1000), 23:26.371; 4. Andy Notman, Great Britain (Suz GSX-R1000), 23:27.563; 5. Benny Jerzenbeck, Germany (Suz GSX-R1000), 23:27.886; 6. Markus Wegscheider, Italy (Suz GSX-R1000), 23:29.150; 7. Oliver Four, France (Hon CBR929RR), 23:31.464; 8. Gianluca Vizziello, Italy (Yam YZF-R1), 23:31.921; 9. Giacomo Romanelli, Italy (Suz GSX-R1000), 23:34.712; 10. Mark Heckles, Great Britain (Hon CBR929RR), 23:39.930; 11. Lorenzo Mauri, Italy (Duc 996S), 23:40.205; 12. Ludovic Fourreau, France (Suz GSX-R1000), 23:41.041; 13. Lorenzo Alfonsi, Italy (Duc 996S), 23:43.291; 14. Gunter Knobloch, Austria (Yam YZF-R1), 23:48.693; 15. Didier Vankeymeulen, Belgium (Hon CBR929RR), 23:49.701; 16. Koen Vleugels, Belgium (Yam YZF-R1), 23:49.977; 17. Benjamin Nabert, Germany (Suz GSX-R1000), 23:50.371; 18. Yann Gyger, Switzerland (Hon CBR929RR), 23:50.893; 19. Pierrot Vanstaen, France (Suz GSX-R1000), 23:51.650; 20.

Dario Tosolini, Italy (Duc 996S), 23:55.555; 32. Daniel Oliver, Spain (Apr RSV1000), 11 laps, DNF, crashed. Race Distance, 15 laps, 34.180 miles; Race Time, 23 minutes, 22.173 seconds; Race Average Speed, 87.755 mph; Victory Margin, 3.112 seconds; Fastest Lap, Ellison, 1:32.347, 88.380 mph, Lap 2.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP QUALIFYING:** 1. Tortoroglio, 1:32.414, 88.766 mph; 2. Notman, 1:32.446; 3. Nutt, 1:32.640; 4. Oliver, 1:32.686; 5. Ellison, 1:32.756; 6. Wegscheider, 1:32.813; 7. Four, 1:32.854; 8. Heckles, 1:32.918; 9. Jerzenbeck, 1:32.921; 10. Vizziello, 1:33.264; 11. Romanelli, 1:33.657; 12. Gyger, 1:33.891; 13. Mauri, 1:34.009; 14. Vankeymeulen, 1:34.037; 15. Fourreau, 1:34.084; 16. Vanstaen, 1:34.192; 17. Knobloch, 1:34.247; 18. Alfonsi, 1:34.285; 19. Vleugels, 1:34.326; 20. Nabert, 1:34.441.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP POINT STANDINGS (After 6 of 8 races, all 8 count):** 1. Ellison, 136 points; 2. Tortoroglio, 121 points; 3. Heckles, 93 points; 4. Jerzenbeck, 71 points; 5. Nutt, 61 points; 6. Tosolini, 47 points; 7. Romanelli, 45 points; 8. Oliver, 44 points; 9. TIE, Alfonsi/Wegscheider, 37 points.

**SIDECAR WORLD CUP:** 1. Klaus Klaffenbock/Christian Parzer, Austria/Austria (Suz), 44:14.005, 86.545 mph; 2. Steve Abbott/Jamie Biggs, Great Britain/Great Britain (Yam), 44:14.365; 3. Tom Hanks/Phill Biggs, Great Britain/Great Britain (Suz), 44:58.828; 4. Ian Guy/Andy Peach, Great Britain/Great Britain (Suz), 45:39.743; 5. Van Gils/Van Gils, Holland (Suz), 27 laps; 6. Founds/Founds, Great Britain (Yam), 27 laps; 7. Goettlich/Helbig, Germany (Suz), 27 laps; 8. Roscher/Neubert, Germany (Suz), 27 laps; 9. Steenbergen/Buyzerd, Holland (Suz), 27 laps; 10. Eilers/Kolloch, Germany (Suz), 26 laps; 11. Hayakawa/Kobe, Japan (Suz), 26 laps; 12. Morrissey/Cox, Great Britain (Yam), 26 laps; 13. Reuter/Langschade, Germany (Suz), 26 laps; 14. Fleury/Pointer, New Zealand (Suz), 26 laps; 15. Delannoy/Vannier, France (Suz), 25 laps; 16. Jorg Steinhausen/Hopkinson, Germany (Suz), 25 laps, DNF, retired; 17. Steve Webster/Paul Woodhead, Great Britain/Great Britain (Suz), 19 laps, DNF, retired; 18. Becker/Heidenreich, Germany (Kaw), 19 laps, DNF; 19. Cameron/Darby, Great Britain (Suz), 18 laps, DNF; 20. Stuart Muldoon/Crone, Great Britain (Yam), 16 laps, DNF, retired; 21. Liechti/Locher, Switzerland (Kaw), 16 laps, DNF, entered pits. Race Distance, 28 laps, 63.803 miles; Race Time, 44 minutes, 14.005 seconds; Race Average Speed, 86.545 mph; Victory Margin, 0.360-second; Fastest Lap, Woodhead/Webster, 1:31.790, 89.370 mph, Lap 17.

**SIDECAR WORLD CUP POINT STANDINGS (After 7 of 9 races, all 9 count):** 1. Klaffenbock, 120 points; 2. Webster, 95 points; 3. Steinhausen, 75 points; 4. Abbott, 73 points; 5. Hanks, 61 points; 6. Guy, 53 points; 7. TIE, Muldoon/Liechti, 52 points; 9. Hauzenberger, 44 points; 10. Schroder, 42 points.

team manager. "We should have been working on our updates and testing them already, not waiting around until winter to hear the news on what we can do."

Kawasaki officials even pulled the launch of a new ZX-7R, which was to have been shown at the Milan show on September 18 and would have been the basis of the company's 2002 World Superbike effort, because the new rules could allow the bike to carry an 825cc engine. Triumph officials have also been said to have taken a long, hard look at the series, since the new rules could allow 958cc Triples, making the Triumph Daytona a perfect basis for a World Superbike campaign. Benelli engineers would also be pleased with more capacity, as the 750cc Triple can be stretched to 955cc.

#### Hondas Run Two-into-one Pipes

The VTR SP-2/RC51 racebikes ridden by Colin Edwards and Tady Okada normally sport two tailpipes. But at Assen, two had become one. Just one muffler was seen nestling high up under the rear seat in place of the usual pair of high-level cans. Asked why the change from two to one pipes Edwards replied, "Because it works better." Simple, ain't it?

#### Parties Cause Havoc At Oschersleben

A number of riders and support

continued on page 79

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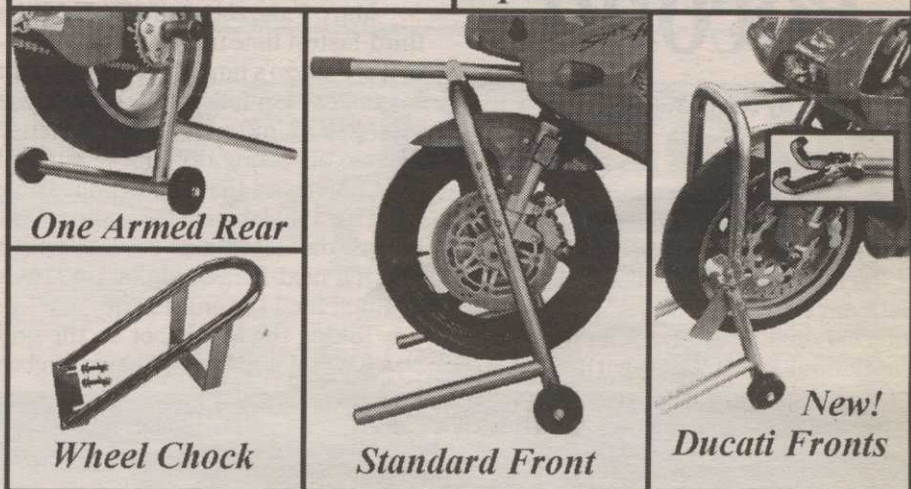
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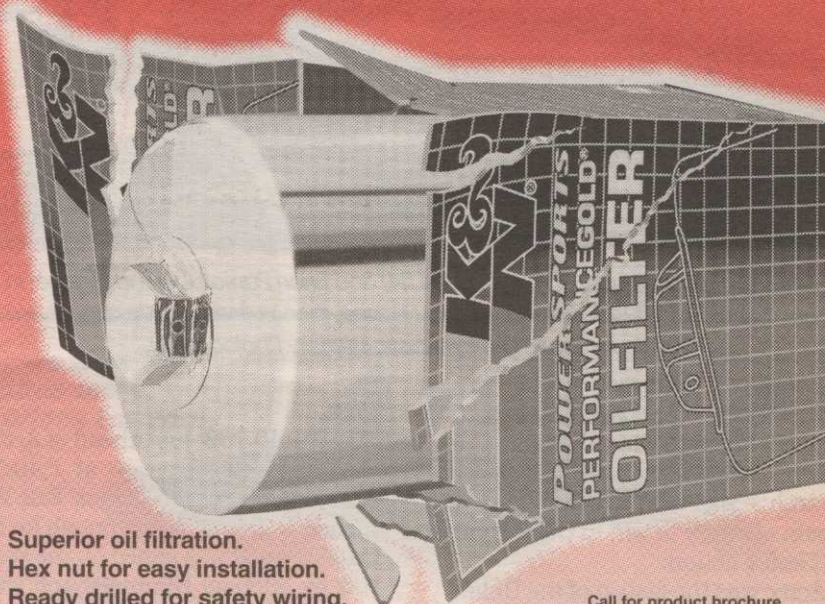


#### Announcement Of Long-awaited Rules Changes Keeps Getting Delayed

A leading team manager derided the announcement at Oschersleben that the SBK and FIM would soon serve up an answer to the long-running rules debate. "Flamini won't reveal the new rules here, nor at Assen," said the manager, who didn't want to be identified in these cloak-and-dagger times. "He'll wait until after the season, when we are all at home, he won't risk the announcement when we are all at the track together and can organize our response."

Whatever the changes, if any, news is needed sooner, rather than later, as the teams need to develop the new configurations, which could give more capacity to the three and four-cylinder engines. "It's already too late," said the

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Lee Acree (84) leads Brian Parriott (behind Acree), Eric Wood (4), Paul Harrell (47), Scott Greenwood (89) and the rest of the field into turn one at the start of the Pro Sportbike race at Pocono. Photo by Jamie Guffey/Artistic Intensity Photography.

# Acree Sweeps Pocono

By David Swarts

Arclight Suzuki's Lee Acree rode a pair of Metzeler-equipped GSX-Rs to win both Unlimited Superbike races and the Pro Sportbike final at the fifth round of the Formula USA National Road Race Series, at Pocono International Raceway. Penguin Racing School's Jeff Wood withstood a

ited Superbike qualifying session on Saturday, Acree turned a 1:39.661 on his third lap—earning pole position—and parked his Suzuki GSX-R750 one lap later. Batey turned a 1:40.391 for the second-best time in the session, then, with five minutes to go, crashed in turn one while trying to better his time, abrading his right knee and hand. Batey's time held up for second on the grid.

Marc Palazzo originally held the third-fastest time until a closer inspection of Palazzo's time sheet showed that his fastest lap followed a stop in the pits. F-USA officials did not accuse Palazzo of cutting the course put told the Californian that it was impossible to turn a 1:40 lap from a standing start. Palazzo did not contest F-USA's ruling and his next-fastest lap, a 1:43, was counted for 11th on the grid.

Taking the third spot on the grid was KWS Motorsports' Shawn Higbee

the grid. Connell would go into the race with less than 10 laps at Pocono between two different bikes leading up to the race. Team Valvoline EMGO Suzuki's Grant Lopez missed qualifying altogether, competing in the AMA Formula Xtreme race at Pikes Peak International Raceway in Colorado on Saturday and arriving at Pocono Sunday morning to take a provisional start in the first Unlimited Superbike race.

Higbee led the start of Unlimited Superbike race one into the first corner ahead of Parriott, Batey, Acree and Himmelsbach. Parriott took the lead from Higbee on the inside of turn two

Meanwhile, Lopez pulled out of the race with transmission problems after having moved from 33rd to 10th in three laps.

By lap five, Acree started to gap Higbee and Parriott. From there, Acree added tenths-of-a-second to his lead with each lap. Higbee held his advantage over Parriott with better drives out of turn five leading onto the back straight until lap 13 of 18, when Parriott lowsided unhurt in turn three and was out of the race. Parriott's crash promoted lonely Himmelsbach to third. The dice between Wood and Chouinard was decided the same way when Chouinard



Shawn Higbee (14) leads Brian Parriott (46), Lee Acree (behind Parriott), Tray Batey (2), Michael Himmelsbach (104), Chuck Chouinard (221) and Eric Wood (4) early in the first Unlimited Superbike race at Pocono. Parriott, Chouinard and Wood crashed while Batey retired with mechanical problems. Photo by Jamie Guffey/Artistic Intensity Photography.



Lee Acree (84) passed both Shawn Higbee (14) and Brian Parriott (behind Higbee) in the first Unlimited Superbike race at Pocono, then pulled away to win. Photo by Jamie Guffey/Artistic Intensity Photography.

strong challenge to win the Aprilia Cup Challenge while Innovative Motorcycle Research's Michael Barnes overcame the pain of injury to win in Buell Lightning Series action.

Acree was the fastest of the Unlimited Superbike competitors right off the truck on Friday morning. But Blackmans Aprilia's Tray Batey led Friday afternoon practice on his RSV Mille R. After starting the season with less than 120 horsepower in the 145-horsepower class, the Blackmans bikes were making over 140 horsepower and working well at Pocono.

In the first, even-numbered Unlim-

with a 1:40.732, just ahead of Arclight Suzuki's Brian Parriott at 1:40.756. Keystone Learning Systems' Eric Wood turned 1:40.962, good enough for fifth-fastest. Wood was joined on the second row by Michael Himmelsbach with a 1:41.707 on the second Blackmans Aprilia, Ty Howard with a 1:41.858 on the Zlock Kawasaki ZX-9R, Sparks Steakhouse's Chuck Chouinard with a 1:42.009 on a GSX-R750, and Shogun's Paul Harrell with a 1:42.448 on a Yamaha YZF-R1.

Advanced Motor Sports' Craig Connell, injured in a crash during Friday practice, managed only a handful of laps and a best of 1:49.016 for 25th on

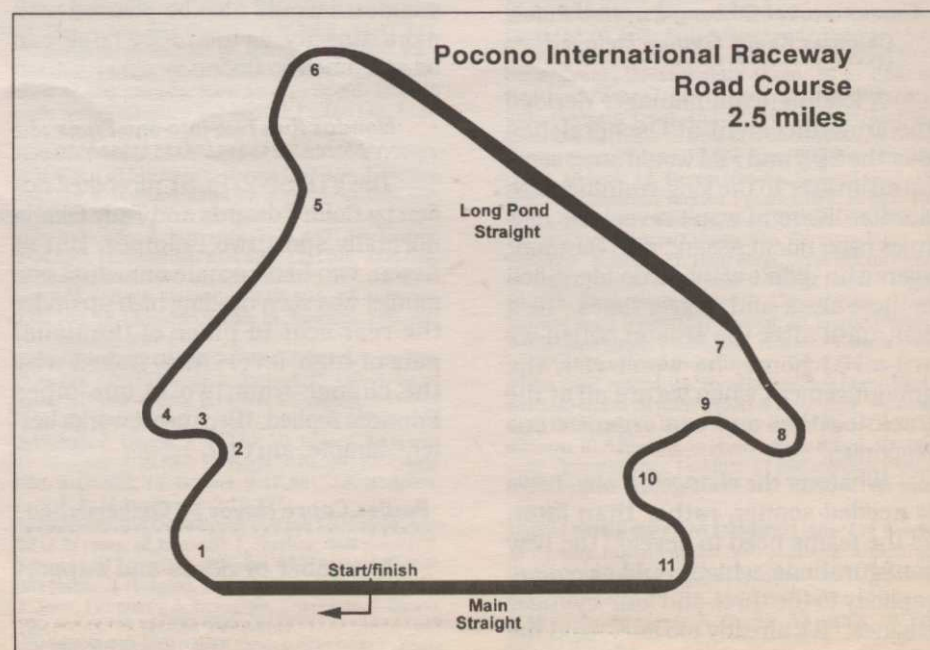
while Connell was getting his Ducati re-started on the grid after bumping his kill switch. Higbee got back by Parriott to lead lap one as Hooters Suzuki's Michael Barnes and Batey pulled out of the race with blown motors. Batey said that his engine was running but making death rattles that were later traced to "problems in the crankcases," according to Blackmans Aprilia Crew Chief Bill Himmelsbach.

On lap two, Acree displaced teammate Parriott on the brakes at the end of the back straightaway and into turn seven. Without hesitation, Acree then took the lead from Higbee on the next lap with the same move. On lap three, Acree, Higbee and Parriott were inching away from Himmelsbach, who was alone in fourth, while Wood and Chouinard were having a battle for fifth.

crashed unhurt on lap seven. Unfortunately, Wood didn't get to enjoy fourth place.

On lap 15, Wood's transmission, which had been giving him trouble through the race, jumped out of gear coming into turn nine, letting the engine free rev to redline. Then Wood's transmission spontaneously jumped back into gear, highsiding Wood. The crash caused a red flag, and the race was called complete. Wood suffered minor injuries even though he and his bike tumbled together.

"I just had the best package out there today," said Acree after winning by 4.7 seconds. "I truly do have the best team, the best bike, and the best tires. That all just makes my job that much easier. I thought I might be able to get away if I hit all of my marks and





didn't make any mistakes, and I was able to do just that."

"I may have been a little too conservative," said second-place-finisher Higbee. "We ran the 501-compound rear Dunlop, and I wasn't sure if it would go the distance. It looked great after the race. So I'm going to push it harder in the second leg. I really concentrated on my drives to stay ahead of Parriott."

"My dad (Bill Himmelsbach) and Chris Pyles have been working so hard on this bike," said Himmelsbach after scoring Aprilia's first Formula USA Unlimited Superbike podium finish. "I'm just really happy that I could do this for them."

After the results were made final from the lap-14 running order, BFR/Pro Italia Aprilia's Aaron Clark took fourth, new White Tip Racing rider Roland Williams finished fifth on a GSX-R750 ahead of Synergy Racing Technologies Honda's Marc Palazzo on a CBR929RR, Edge Motorsports' Michael Fitzpatrick on a Suzuki GSX-R750, Anthony Fania, Jr. on a GSX-R750, Connell on his Ducati 996, and Mark Ledesma on another BFR Aprilia Mille R.

Unlimited Superbike race two went a little differently, but, in the end, the same man stood on top of the box. Acree got the holeshot in race two over Higbee, Williams, Himmelsbach, Fania, Clark, Zlock's John Haner and Parriott from the back of the grid. Parriott pushed his repaired GSX-R750 past Haner in turn five and moved into fifth, past Clark, before the end of the first lap. Acree led that first lap with Higbee glued to his tail, Himmelsbach in third, Fania fourth and Parriott fifth.

Acree and Higbee began to pull away from Himmelsbach on lap three as Parriott closed in on the Aprilia rider from behind. True to his word, Higbee was indeed pushing harder as he and Acree lapped continuously in the 1:40s, faster than Acree's race-one-winning pace. On lap four, Higbee took the lead from Acree on the brakes for turn seven only to lose it back in turn eight. "Lee was riding really well," said Higbee. "He was making no mistakes. The only place I could make any time up was if I tried really hard on the brakes. After a while of doing that, my arms got all pumped up, and I started to lose my throttle control. So I backed off a little bit to try to get my arms back."

Higbee slipped back as much as three seconds on lap 10 before putting together another charge. By lap 15, Higbee had reduced the gap to under one second and looked to have the momentum he needed to get by Acree. But Acree saw Higbee coming on his pit board and made the necessary adjustments. "(My team) was showing me how much he was closing each lap," said Acree. "So I put my head down again. I think I ran my fastest lap of the race on lap 17."

Acree was correct. The North Carolina rider turned up his pace on lap 15 before turning a 1:40.298 on lap 17 for the fastest lap of the race. When Acree started pushing again, Higbee's drive lost steam, again due to arm pump from extreme braking, but Higbee wasn't upset. "I'm glad that it's down to more of a two-rider Championship now. It's good to come to the racetrack knowing that you have to worry about one guy only. I hear Portland's pretty fast, and I always have a fast bike. And I've always done pretty well at Daytona. So we'll see."

After catching Himmelsbach from

behind, Parriott had a tough time getting by the home-track rider. "Mike's bike gets off the corners really good," pointed out Parriott. "I was trying to get the best drives I could, but the guy weighs like 115 pounds. Finally, I got by him. We came up on a slower guy. Mike wasn't able to get by him instantly and I came up and out broke them both and went around the outside in turn four."

"Parriott has a lot more experience with riding these big bikes late in the race," admitted Himmelsbach. "I'm still getting used to it. This is the first time that I've ever ridden a bike with this much horsepower. I'm still trying to learn how to deal with the tires spinning up and sliding out of the corners. I'm just happy to back up my race-one finish with this fourth."

After a three-lap battle with former teammate Tray Batey, Lopez finished fifth, without use of fifth gear, and retains an outside chance at the Championship. Batey, riding his less powerful back-up bike, said that if he pushed at 110 percent, he could just stay with Lopez. Batey decided to back off and take sixth place. Palazzo got the best of a four-rider contest to record seventh ahead of Howard, Williams and Clark. Williams had led the pack until the last lap when the New Jersey rider faded.

In race two, disappointment was felt by Shogun's Harrell, who retired with a broken shifter linkage, and Connell, who ran off in turn one at high speed while eighth. Connell somehow kept his Ducati upright despite a separated shoulder and a broken rib but retired from the race after the incident. Most riders who rode off the track at Pocono through the weekend crashed due to the run-off areas not being smooth and level.

#### Acree Wins In Pro Sportbike

Acree was the quickest on the 112-horsepower Pro Sportbikes through the limited practice time to be found in between red flags on Friday and in the more sedate practice sessions held Saturday morning. But when qualifying for the even-numbered Sportbikes began, it was Hooters Suzuki's Michael Barnes jumping to the top of the timing monitor. Barnes, healthy and up to speed after suffering with nagging injuries for most of the season, led the way early with a 1:43.010 on his first flying lap. But on Barnes' next lap, he high-sided coming out of turn five onto the speedway oval, destroyed his GSX-R600, and injured his left hand and ankle. There was concern about whether Barnes' bike would pass the mandatory post-qualifying dyno checks with a broken frame, bent forks, bent wheels, broken subframe, and broken exhaust pipe without a muffler; but Barnes' bike somehow passed the test.

Acree ended up winning the pole for the Pro Sportbike race with a 1:41.549, a new class lap record. Acree's time beat John Hopkins' 2000 qualifying record of 1:42.193, and Acree did his time on the same Super Soft-compound Metzeler tires that he would run the race on. Acree's teammate, 2000 Pocono Sportbike race winner Parriott, was second-fastest with a 1:42.338. Brighton Superbike's Shawn Conrad, in his first race weekend on Pirelli tires, was third-fastest with a 1:42.907 on his Suzuki GSX-R600.

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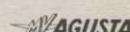
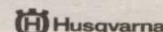
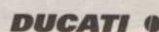
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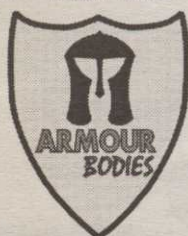
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## F-USA Pocono

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14K Productions' Eric Wood earned the last spot on the front row with a 1:42.944 on his Dunlop-shod Suzuki GSX-R600.

When the race started, Acree grabbed the holeshot and led Parriott, Conrad, Shogun's Paul Harrell from the second row, Wood and Spark's Steakhouse's Chouinard into the first corners. Harrell passed Conrad on the back straight just before Wood shoved his Suzuki inside of Conrad in the hair-

With Parriott out, Wood, Harrell, Conrad and Chouinard were left battling for second. On lap five, Harrell passed Wood with a classic draft-and-out-brake move down the back straight-away and into turn seven. Once in second place, Harrell knew that catching Acree was out of the question. So the laid-back former AMA Pro Thunder Champion decided to concentrate on holding off his pursuers. "I wish I wouldn't have crashed yesterday and destroyed my A-bike," said Harrell after the race. "I'm happy to get out of here with second. We ran blue/blue (compound Metzeler tires front/rear) and they



Lee Acree (84) leads Shawn Higbee, Michael Himmelsbach (104), John Haner (97), Tony Fania (51) and the field at the start of the second Unlimited Superbike race at Pocono.

Photo by Jamie Guffey/Artistic Intensity Photography.

pin. Conrad was forced to stand his bike up but did not crash. By lap two, Acree had established a small lead over Parriott with the teammates holding a gap over Wood, Harrell, Conrad and Chouinard. There was another gap back to Dallas Cycle Sport's Shan Ball, Stoney Landers, Jim Lester, Ty Howard, Marc Palazzo, and Loudon AMA 600cc Supersport race winner Scott Greenwood.

On lap three, Parriott suddenly was running down pit lane with his bike. "It just quit," said the Californian. "I gassed it up and it sputtered. And I thought that was kind of strange. Then when I needed the throttle again it wasn't there. The thing just died and I rolled it into the pits. Tried to turn it on and off, with the tip-over switch maybe I thought something went on there." Parriott's crew got the bike running again, but it was not right and Parriott came back into the pits. (After the race, Arclight Suzuki Crew Chief Chuck Warren would find that the problem was a bad cam timing sensor). Suddenly, Acree's lead was over three seconds and all the defending class Champion had to do was cruise home from there.

"I just tried to keep my head, not make any mistakes or anything, just keep going. The rest of the guys did enough battling behind me to open up a gap," Acree said about his lead. "I spend my time trying to beat the race-track rather than trying to beat the other guys, particularly if I'm out front. When there's somebody faster than you they give you a mark to shoot for, a target. The race is about whoever gets the track worked out the best. If you figure out the track the best, then you should be able to cut the fastest laps and win the race."

were flawless. That was the key, too. The Metzeler tires were unbelievable. These tires are tires for dummies. Anybody can ride on those tires. I mean, it's a dream come true after being on Michelins."

That left Wood and Chouinard dueling over third until Wood pulled into the pits at speed on lap 12 of 18. After a 10-second stop to add more fuel, Wood re-joined the race. Wood's crew had forgotten to fill the fuel tank.

"It got overlooked," said Wood of his fuel. "My fuel light was on just prior to the halfway flag, and I knew there was no way we were going to make it. So I decided to pit at speed before everything started sputtering and try to finish the best we could. We finished top 10 with a pit stop. I guess that's alright, but we should've been on the box." Wood actually finished 11th.

Wood's misfortune left Chouinard alone in third. When asked how it felt to place third in a horsepower-controlled class following his disqualification from a podium finish in the AMA 750cc Supersport race at Loudon, Chouinard said, "We'll know in a minute when the bike goes on the dyno. It made 110 this morning. I just wish it were like NASCAR where the driver and the car are weighed together, and we would throw 50 or 60 pounds on Acree's bike and then go out and ride." Chouinard, who stands well over six feet tall, claims to weigh 186 pounds but is easily over 200 pounds. Acree weighs approximately 150 pounds.

Conrad ended up fourth by using a different technique through Pocono's banked turn six. "I think I learned a few things from my old teammate Scott Zampach about riding on banking," said the former AMA Pro Thunder



Champion. "I tried to keep the thing leaned over as long as I could, especially going up the hill, on the banking, and it kept my rpm a good 500-700 rpm higher doing that. I'm learning the tires, too. It's my first weekend on them. They're great tires. I just need some more time, some more set-up time." Conrad used his banking theory to draft past Ball to take fourth on lap 14.

Shogun's Howard, in his first race back since suffering a badly broken wrist at Virginia International Raceway in June, was riding with Conrad and Ball but could not overcome a lack of horsepower compared to Conrad and Ball's Suzuki GSX-R600s. Ball finished



Shawn Higbee (14) raced Lee Acree for the lead in the second Unlimited Superbike race at Pocono. Higbee faded with arm pump and finished second while Acree won. Photo by Jamie Guffey/Artistic Intensity Photography.

fifth with Howard sixth and Dianetics' Landers seventh.

The race was stopped on lap 17 of 18 when Synergy Racing Technologies Honda's Marc Palazzo highsided into the Alpina Air Module barriers exiting turn five. Palazzo had been racing with Cycles128's Jim Lester for eighth. Lester finished eighth while Palazzo dropped back to 22nd as the cause of the red flag. Scott Greenwood was ninth and Eoin Smith filled out the top 10.

#### Wood Tops Aprilia Cup After Kcraget Runs Off

Jeff Wood out qualified the Aprilia Cup field by over two seconds and looked to turn Sunday's final into a race for best-of-the-rest. Wood's pole time of 1:49.914 towered over Speedwerks' Brian Kcraget's second-fastest time

of 1:52.096, Blackmans Cycles' Shannon Silva's 1:52.280 and Copier1.com's Dan Fischer's 1:53.018. Fischer, the Aprilia points leader, crashed in qualifying and only got one flying lap. As lopsided as qualifying was, it didn't look that way at the start of the Aprilia Cup race.

Kcraget, who weighs less than 125 pounds, got off the line and into turn one first followed by Fischer, Wood, Silva, Advanced Auto Body's Josh Sortor and Action Motor Sports' Thad Halsmer. Championship contender Silva didn't help his chances when he lowsided in turn five and slid into the Alpina Air Module unhurt. Silva mounted and continued on to finish 11th. Sortor, another Championship hopeful, also crashed unhurt three laps later, in turn 10, and re-mounted to get 12th and four valuable Championship points.

Wood was in front with Kcraget and Fischer following closely in his wake as the field completed one lap. Wood pulled a gap through the first infield section and looked as if he would pull away, but on the back straightaway Kcraget's power-to-weight-ratio advantage took effect. Kcraget closed over 100 feet of Wood's lead on the Long Pond Straightaway. On lap three, Wood again gapped Kcraget through the first infield section only to have Kcraget draw closer and closer on the back straight. Meanwhile, Fischer lost touch with the lead duo.

On lap four, Kcraget showed Wood

a wheel going into turn seven, and on lap five, Kcraget passed Wood down the back straight and led into turn seven. Kcraget's lead lasted only one corner, though. Kcraget got into turn eight, the hairpin, too hot and let Wood back by. Then Kcraget tried too hard to make time up in turn one and ran off the track at over 100 mph. Fischer assumed second as Kcraget got back on the track in third.

On lap eight, Wood had a big lead. Fischer was second with his main points rival, Silva, far back in the field but Kcraget was closing in. "I had a secure second and decided to push a little harder," admitted Fischer. "Brian (Kcraget) started to pester me a little, and I lost the front and crashed going onto the banking." Kcraget re-took second after Fischer's fall and took the

continued on page 62

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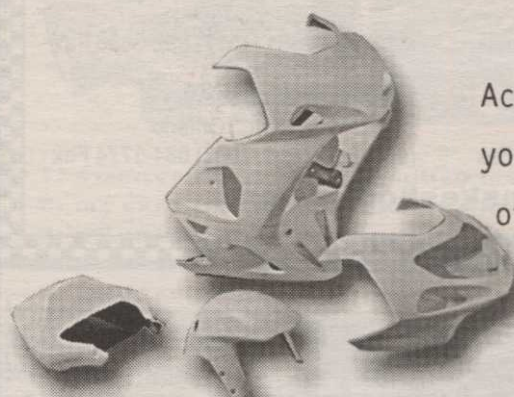
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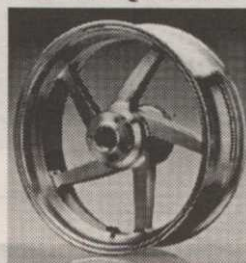
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## Pocono F-USA

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checked flag 23 seconds behind Wood. Amazingly, Fischer lost only the one spot to Kcraet, finished third, and left Pocono with an eight-point lead over Wood.

"I knew (Kcraet) would be there," said Wood of his battle with Kcraet. "He went real fast at Virginia. He's a fast 125 guy, and he's much, much lighter than me. He told me I could be 500 feet ahead of him and he would catch me on the back straight. That's just the way it is with these bikes. It's fun but you have to ride real hard if you are going to get away from him on the straight. I'm just glad it worked out."

New England Motorsports' Gus Holcomb placed fourth after a race-long battle with Paul Hopkins and Halsmer. The three riders were nose-to-tail for most of the race until Holcomb led Halsmer and Hopkins under the white flag to start the last lap. "I went into turn one trying to stay as close to Holcomb as I could so that I could draft by him down the back straight," said 21-year-old Halsmer. "I don't know if he got scared or was in too hot or what, but he checked up in the middle of turn one. I was in fifth gear, on my knee, and had nowhere to go. I stood it up, rode off, and crashed over one of those gravel berms in the run-off out there. I was trying to be

part of the session until Barnes was able to put together his fast lap. Frederick H-D/Buell's Bemisderfer qualified second-fastest at 1:48.833. Harley-Davidson/Buell of Boston rider Mark Reynolds was the third-fastest qualifier with a 1:50.346 just ahead of KSW Insurance's Anthony Fania, Jr.'s 1:50.512. The third through ninth qualifying times were separated by just over one second.

On the warm-up lap for the Buell race, Bemisderfer came up missing and calls from cornerworkers said that someone had oiled the back straight. Bemisderfer's front tie bar mounting bolt had stripped out, allowing all of the engine oil to come out on the back straight. While cornerworkers cleaned the track, Bemisderfer prepared his back-up Buell to start from the back of the grid.

After about 30 minutes, the race started with Reynolds leading the field into turn one over Hal's Performance Advantage's Richie Morris and Barnes. Barnes pushed forward, passed Morris on the back straight and took the lead from Reynolds down the front straight and into turn one. Barnes pulled out a 1.9-second gap on lap two, then turned the fastest lap of the race, a 1:47.99, on lap three to extend that lead to 4.5 seconds. Barnes, riding with a brace on his left hand, (inside of an over-sized glove) built his lead up to 11 seconds before cruising home for



Brain Kcraet (473) leads Dan Fischer (23), Jeff Wood (19), Shannon Silva (10), Josh Sortor (961) and Thad Halsmer (118) at the start of the Aprilia Cup race at Pocono. Wood won.  
Photo by Jamie Guffey/Artistic Intensity Photography.

conservative and not crash because this is my back-up bike. Now I don't think I will be at Portland." Hopkins got fifth.

## Barnes Dominates In Buell Lightning

Michael Barnes and his Innovative Motorcycle Research machine have been the class of the Buell Lightning field in 2001. Pocono was looking to be no different as Barnes was able to lap in the 1:45s in testing and practice while his competitors struggled to break the 1:50 barrier. Then Barnes suffered a nasty highside in Pro Sportbike qualifying Saturday afternoon just before Buell qualifying. Barnes destroyed his Suzuki GSX-R600, injured his left wrist and ankle, and was left with no option but to ride through his pain to qualify his Buell. Despite having trouble getting the 430-pound machine to change directions, Barnes was able to take pole with a time of 1:47.914 on Super Soft Metzeler tires. Barnes' next-closest competitor, Bryan Bemisderfer, saw the opportunity with Barnes' injury and pushed extra hard in the 20-minute Buell qualifying session. Bemisderfer actually led qualifying for

the win and an extension of his Championship points lead.

"I got off the line probably just half-a-second late but even going toward turn one, I wasn't too concerned about leading the first lap," said Barnes. "I pretty much knew that I had control of the race with Bemisderfer in the back. I was a little concerned about Richie Morris because he was showing a lot of confidence at the beginning part of the race. I'm real happy over his health and real glad that my wrist didn't bother me nearly as bad as it did last night. Yesterday, I really had to be careful in left-handers. I couldn't trail brake going in. I had to brake straight up and down, then throw it over."

Barnes missed a great show behind him as Morris, Reynolds, Greg Avello, Fania, Barnes' World-Endurance-team-mate-turned-IMR-Buell-teammate Vermeulen and Jason Smith were slugging it out and taking most corners two-wide. Morris was at the head of the pack for the first few laps before Smith Brothers H-D/Buell's Jason Smith charged to the front with late-braking moves at the end of the back straight-away. Smith's hold on second place



lasted for two laps until Hoban Brothers Racing/Appleton Buell's Jeff Johnson broke through and pulled clear of the pack to take second.

"We switched to the Pirellis at the beginning of the weekend," Johnson told reporters. "We've been told by every other team that they are 'the stuff' and kept saying 'two seconds a lap'. The Michelin guys have been really good to us and helped us out a lot and I don't like burning those bridges but when everybody's telling you something works you gotta start believing them and try it out. I did gain a greater level of confidence immediately and it wasn't

Paul Harrell, 109.8 bhp, 377.0 lbs.  
Chuck Chouinard, 110.2 bhp, 375.0 lbs.  
Shawn Conrad, 109.8 bhp, 384.5 lbs.  
Shan Ball, 108.2 bhp, 373 lbs.

#### Aprilia Cup Challenge (limits 63.0 bhp, 290.0 lbs.):

Jeff Wood, 61.2 bhp, 309.0 lbs.  
Brian Kcraget, 61.1 bhp, 311.5 lbs.  
Dan Fischer, 60.0 bhp, 305.0 lbs.  
Gus Holcomb, 63.0 bhp, 314.5 lbs.  
Paul Hopkins, 62.7 bhp, 315.0 lbs.

#### Buell Lightning Series (limits 95.0 bhp, 390.0 lbs.):

Michael Barnes, 91.3 bhp, 432.5 lbs.  
Jeff Johnson, 87.2 bhp, 402.5 lbs.



Brian Kcraget tests his Aprilia RS250's off-road abilities in the Aprilia Cup race at Pocono. Kcraget's efforts to make up time on race leader Jeff Wood in turn one resulted in a high-speed, off-track excursion. Kcraget recovered to finish second.

Photo by Jamie Guffey/Artistic Intensity Photography.

just mental. There was some kind of feedback I was getting. It was making me more comfortable in pushing it. I was just real happy with the tires today and that was the difference. I couldn't have done any of that without more confidence in those tires."

Fania managed to score third place in his first-ever Buell race on a seriously overweight machine. Bemisderfer's charge from the back stalled when he reached the pack battling for second and third, and Bemisderfer ended up fourth. Morris started with a great pace but couldn't maintain it and finished fifth due to a lack of physical stamina he said was resulting from his Daytona crash injuries. Smith faded to a disappointing sixth place when oil started leaking on the left side of his tires. Reynolds took seventh ahead of Morris' teammate Dan Bilansky in eighth. Vermeulen finished ninth after running straight at the end of the back straightaway when he caught a false neutral. New Castle H-D/Buell's Brian Bodine rounded out the top 10.

#### Post-race Dyno Numbers

##### Unlimited Superbike Race One (limits 145.0 bhp, 370.0 lbs.):

Lee Acree, 141.9 bhp, 381.5 lbs.  
Shawn Higbee, 142.0 bhp, 381.5 lbs.  
Michael Himmelsbach, 140.6 bhp, 416.5 lbs.  
Aaron Clark, 128.0 bhp, 402.5 lbs.  
Roland Williams, 142.2 bhp, 383.0 lbs.

##### Unlimited Superbike Race Two (limits 145.0 bhp, 370.0 lbs.):

Lee Acree, 140.2 bhp, 379.5 lbs.  
Shawn Higbee, 143.3 bhp, 378.0 lbs.  
Brian Parriott, 142.4 bhp, 378.0 lbs.  
Michael Himmelsbach, 140.6 bhp, 411.5 lbs.  
Grant Lopez, 141.6 bhp, 387.5 lbs.

##### Pro Sportbike (limits 112.0 bhp, 365.0 lbs.):

Lee Acree, 108.1 bhp, 377.0 lbs.

Anthony Fania, Jr., 89.0 bhp, 465.0 lbs.  
Bryan Bemisderfer, 93.8 bhp, 399.5 lbs.  
Richie Morris, 92.3 bhp, 407.0 lbs.

Lee Acree is sponsored by Arclight Racing, Suzuki, Metzeler, Motion Systems, Yoshimura, EBC, Silkolene, Arai, Fox Shox, Alpinestars, Vanson, Sharkskin, Tsubaki, Fabrications Unlimited, Paint By Fast Finish, Sprocket Specialists, Factory, Tapeworks, and Traxxion Dynamics. Jeff Wood is sponsored by Penguin Racing Schools, Bitwrench, Inc., Vanson, Air-Tech, Maxima, Arai, Gaerne, EBC, Zero Gravity, Penske, Power Mist, and Swedish Steel. Michael Barnes is sponsored by Innovative Motorcycle Research, LMR, Kosco Harley-Davidson, S&S Cycle, Baker Drivetrain, Andrews Products, Proto Fab, Banke Performance, Borla Exhaust, Sprocket Specialists, World Wide Bearings, Pirelli, Torco Racing Fuels, EBC, Lindemann Engineering, Penske, Vanson, Shoei, Moto Liberty, ARI Knee Sliders, Alpinestars, Ross Graphics, Primo Rivera, Flash Point, and Battley Cycles. **RW**

#### RESULTS

##### LOCKHART-PHILLIPS USA UNLIMITED SUPERBIKE RACE ONE:

1. Lee Acree (Suz GSX-R750); 2. Shawn Higbee (Suz GSX-R750); 3. Michael Himmelsbach (Apr RSV1000R); 4. Aaron Clark (Apr RSV1000R); 5. Roland Williams (Suz GSX-R750); 6. Marc Palazzo (Hon CBR929RR); 7. Michael Fitzpatrick (Suz GSX-R750); 8. Anthony Fania, Jr. (Suz GSX-R750); 9. Craig Connell (Duc 996SPS); 10. Mark Ledesma (Apr RSV1000R); 11. Byron Barbour (Suz GSX-R750); 12. John Haner (Kaw ZX-9R); 13. Paul Harrell (Yam YZF-R1); 14. Greg Leffler (Suz GSX-R750); 15. Eric Wood (Suz GSX-R750); 16. Bob Blanchette (Kaw ZX-9R), 13 laps; 17. Alistar Smith (Hon CBR929RR), 13 laps; 18. Arthur Diaz (Yam YZF-R1), 13 laps; 19. Jim Bonner (Yam YZF-R1), 13 laps; 20. Dale Danera (Suz GSX-R750); 23. Brian Parriott (Suz GSX-R750), 12 laps, DNF, crash; 24. Ty Howard (Kaw ZX-9R), 12 laps, DNF, tire puncture; 26. Chuck Chouinard (Suz GSX-R750), 6 laps, DNF, crash; 28.

continued on page 64



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### Pocono F-USA

continued from page 63

Tim Bemisderfer (Suz GSX-R1000), 4 laps, DNF, crash; 29. Grant Lopez (Suz GSX-R750), 3 laps, DNF, mechanical; 31. Michael Barnes (Suz GSX-R750), 1 lap, DNF, mechanical; 32. Tray Batey (Apr RSV1000R), 1 lap, DNF, mechanical; Race Distance, 14 laps, 35 miles; No average race times or speeds due to red flag, Victory Margin, 4.700 second; Fastest Lap, Acree, 1:40.159, 89.928 mph, lap 3.

**LOCKHART-PHILLIPS USA UNLIMITED SUPERBIKE RACE TWO:** 1. Acree; 2. Higbee; 3. Parriott; 4. Himmelsbach; 5. Lopez; 6. Batey; 7. Palazzo; 8. Howard; 9. Williams; 10. Clark; 11. Haner; 12. Fitzpatrick; 13. Fania; 14. Barbour; 15. Chouinard; 16. Leffler; 17. Ledesma; 18. Diaz; 19. Blanchette; 20. Bonner; 21. Harrell; 22. Williams; 23. Diaz; 24. Joe Ribeiro (Suz GSX-R750), 1:44.952; 21. Barbour, 1:45.010; 22. Blanchette, 1:46.531; 23. Diaz, 1:46.635; 24. Joe Ribeiro (Suz GSX-R750), 1:48.326; 25. Connell, 1:49.016; 26. Smith, 1:49.055; 27. Dandrea, 1:49.981; 28. Bonner, 1:50.053; 29. Joseph Capelli (Yam YZF-R1), 1:50.356; 30. Roman Kilgore (Suz GSX-R750), 1:51.684.

**LOCKHART-PHILLIPS USA UNLIMITED SUPERBIKE QUALIFYING:** 1. Acree, 1:39.661, 90.579 mph; 2. Batey, 1:40.391; 3. Higbee, 1:40.731; 4. Parriott, 1:40.756; 5. Wood, 1:40.963; 6. Himmelsbach, 1:41.705; 7. Howard, 1:41.858; 8. Chouinard, 1:42.008; 9. Harrell, 1:42.450; 10. Clark, 1:43.010; 11. Palazzo, 1:43.080; 12. Williams, 1:43.119; 13. Ken Snyder (Suz GSX-R750), 1:43.217; 14. Barnes, 1:43.319; 15. Fania, 1:43.666; 16. Bemisderfer, 1:43.692; 17. Haner, 1:43.744; 18. Fitzpatrick, 1:44.010; 19. Ledesma, 1:44.494; 20. Matthew Silva (Suz GSX-R750), 1:44.952; 21. Barbour, 1:45.010; 22. Blanchette, 1:46.531; 23. Diaz, 1:46.635; 24. Joe Ribeiro (Suz GSX-R750), 1:48.326; 25. Connell, 1:49.016; 26. Smith, 1:49.055; 27. Dandrea, 1:49.981; 28. Bonner, 1:50.053; 29. Joseph Capelli (Yam YZF-R1), 1:50.356; 30. Roman Kilgore (Suz GSX-R750), 1:51.684.

**LOCKHART-PHILLIPS USA UNLIMITED SUPERBIKE POINT STANDINGS (After 7 of 11 races, all 11 count):** 1. Acree, 118 points; 2. Higbee, 107 points; 3. Connell, 82 points; 4. Parriott, 77 points; 5. Lopez, 76 points; 6. Batey, 49 points; 7. Ken Chase, 47 points; 8. Himmelsbach, 45 points; 9. Mike Cicotto, 43 points; 10. Harrell, 40 points; 11. Palazzo, 29 points; 12. Williams, 27 points; 13. Jimmy Moore, 26 points; 14. Chouinard, 24 points; 15. Barbour, 23 points; 16. Wood, 21 points; 17. Clark, 19 points; 18. TIE, Haner/Vincent Haskovec, 18 points; 20. Fania, 16 points.

**PRO SPORTBIKE:** 1. Lee Acree (Suz GSX-R600); 2. Paul Harrell (Yam YZF-R6); 3. Chuck Chouinard (Suz GSX-R600); 4. Shawn Conrad (Suz GSX-R600); 5. Shan Ball (Suz GSX-R600); 6. Ty Howard (Yam YZF-R6); 7. Stoney Landers (Suz GSX-R600); 8. Jim Lester (Hon CBR600F4i); 9. Scott Greenwood (Suz GSX-R600); 10. Eoin Smith (Yam YZF-R6); 11. Eric Wood (Suz GSX-R600); 12. Aaron Clark (Hon CBR600F4i); 13. Roland Williams (Suz GSX-R600); 14. Jeff Vermeulen (Suz GSX-R600); 15. Keith Marques (Yam YZF-R6); 16. Byron Barbour (Suz GSX-R600); 17. Gregory Faiella (Yam YZF-R6); 18. Dennis King (Yam YZF-R6); 19. Ray Bowman (Hon CBR600); 20. Anthony Cammack (Suz GSX-R600); 22. Marc Palazzo (Hon CBR600F4i), DNF, crash; 41. Brian Parriott (Suz GSX-R600), 3 laps, DNF, mechanical; Race Distance, 16 laps, 40 miles; No race times or average speeds due to red flag; Victory Margin, 9.100 seconds; Fastest Lap, Acree, 1:42.045, 88.339 mph, lap 2.

**PRO SPORTBIKE QUALIFYING:** 1. Acree, 1:41.549, 88.627 mph; 2. Parriott, 1:42.339; 3. Conrad, 1:42.907; 4. Wood, 1:42.942; 5. Michael Barnes (Suz GSX-R600), 1:43.009; 6. Chouinard, 1:43.093; 7. Harrell, 1:43.209; 8. Howard, 1:43.260; 9. Ball, 1:44.006; 10. Vermeulen, 1:44.103; 11. Clark, 1:44.168; 12. Lester, 1:44.361; 13. Palazzo, 1:44.396; 14. Williams, 1:44.692; 15. Greenwood, 1:44.781; 16. Landers, 1:44.817; 17. Smith, 1:45.348; 18. David Fett, 1:46.125; 19. Marquez, 1:46.741; 20. Bowman, 1:47.047.

**PRO SPORTBIKE POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Acree, 79 points; 2. Harrell, 65 points; 3. Cicotto, 38 points; 4. TIE, Chouinard/Landers, 27 points; 6. TIE, Williams/Palazzo, 26 points; 8. Conrad, 24 points; 9. Ball, 21 points; 10. TIE, John Hopkins/Joseph Gill, 20 points.

**BUELL LIGHTNING SERIES (All Buell 1200s):** 1. Michael Barnes; 2. Jeff Johnson; 3. Anthony Fania, Jr.; 4. Bryan Bemisderfer; 5. Richie Morris; 6. Jason Smith; 7. Mark Reynolds; 8. Daniel Bilansky; 9. Jeff Vermeulen; 10. Brian Bodine; 11. Brian Frank; 12. Gregory Avello; 13. Douglas Burton, 11 laps; 14. Patrick Wakefield, 11 laps; 15. Timothy Johnson, 5 laps; Race Distance, 12 laps, 30 miles; Race Time, 22 minutes, 1.000 second; Race Average Speed, 83.718 mph; Victory Margin, 8.481 seconds; Winner's Average Lap Time, 1:50.083; Fastest Lap, Barnes, 1:47.943, 83.612 mph, lap 3.

**BUELL LIGHTNING SERIES QUALIFYING:** 1. Barnes, 1:47.914, 83.400 mph; 2. Bemisderfer, 1:48.833; 3. Reynolds, 1:50.346; 4. Fania, 1:50.512; 5. Jeff Johnson, 1:50.792; 6. Morris, 1:50.932; 7. Smith, 1:50.998; 8. Bodine, 1:51.434; 9. Vermeulen, 1:51.579; 10. Bilansky, 1:53.469; 11. Luxem, 1:55.323; 12. Frank, 1:56.220; 13. Avello, 1:56.515; 14. Burton, 1:58.578; 15. Tim Johnson, 1:58.657; 16. Wakefield, 2:00.209.

**BUELL LIGHTNING SERIES POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Barnes, 95 points; 2. Jeff Johnson, 60 points; 3. Morris, 44 points; 4. Smith, 40 points; 5. Tripp Nobles, 36 points; 6. Bodine, 32 points; 7. Bemisderfer, 29 points; 8. TIE, Frank/Justin McReynolds, 25 points; 9. Reynolds, 24 points; 10. Bilansky, 21 points.

**APRILIA CHALLENGE CUP (All Aprilia RS250s):** 1. Jeff Wood; 2. Brian Kcraget; 3. Dan Fischer; 4. Gus Holcomb; 5. Paul Hopkins; 6. Mark Reynolds; 7. John Lemak; 8. Timothy Falcone; 9. Brian Roach; 10. Thomas Fournier; 11. Shannon Silva; 12. Joshua Sortor; 13. Dennis Nourry; 14. Thad Halsmer, 11 laps; 15. Jeremy Bonnett, 11 laps; 16. Raymond Chilson, Jr., 11 laps; 17. Bob Robbins, 11 laps; 18. Mark Wissel, 11 laps; 19. Anthony De Greif, 11 laps; 20. Sterling Strauser, 11

laps; Race Distance, 12 laps, 30 miles; Race Time, 22 minutes, 15.000 seconds; Race Average Speed, 82.840 mph; Victory Margin, 23.457 seconds; Winner's Average Lap Time, 1:51.250; Fastest Lap, Kcraget, 1:49.799, 82.236 mph, lap 4.

**APRILIA CHALLENGE CUP QUALIFYING:** 1. Wood, 1:49.914, 83.333 mph; 2. Kcraget, 1:52.096; 3. Silva, 1:52.280; 4. Fischer, 1:53.018; 5. Halsmer, 1:53.217; 6. Holcomb, 1:53.648; 7. Paul Hopkins, 1:54.987; 8. Sortor, 1:56.351; 9. Lemak, 1:56.412; 10. Tim Knutson, 1:56.592; 11. Mathew Wissel, 1:56.646; 12. Reynolds, 1:56.878; 13. Fournier, 1:56.896; 14. Mark Blackman, 1:57.360; 15. Roach, 1:57.504; 16. Falcone, 1:57.578; 17. Bonnett, 2:00.044; 18. Chilson, 2:00.633; 19. Nourry, 2:01.081; 20. De Greif, 2:02.146.

**APRILIA CHALLENGE CUP POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Fischer, 62 points; 2. Wood, 54 points; 3. Silva, 49 points; 4. Kcraget, 45 points; 5. Sortor, 39 points; 6. Derek MacKelvie King, 36 points; 7. Halsmer, 33 points; 8. Holcomb, 23 points; 9. Andre Castanos, 21 points; 10. Aaron Clark, 20 points.

**UNLIMITED GRAND PRIX:** 1. Michael Himmelsbach (Apr RSV1000R); 2. Chuck Chouinard (Suz GSX-R750); 3. Michael Fitzpatrick (Suz GSX-R750); 4. Roland Williams (Suz GSX-R750); 5. Tim Bemisderfer (Suz GSX-R1000); 6. Stoney Landers (Suz GSX-R600).

**UNLIMITED GRAND PRIX POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Himmelsbach, 75 points; 2. Chouinard, 53 points; 3. Fitzpatrick, 49 points; 4. Anthony Cammack, 26 points; 5. John Jacobi, 25 points; 6. Craig Shterzer, 20 points.

**250cc GRAND PRIX (GPRA):** 1. Jeff Wood (Yam TZ250); 2. Daniel Little (Hon RS250); 3. Julio Zoetro (Yam TZ250); 4. Jim Bonner (Yam TZ250); 5. Thomas Fournier (Apr RS250); 6. Ralph Ridler (Yam TZ250).

**250cc GRAND PRIX (GPRA) POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Wood, 75 points; 2. Little, 31 points; 3. TIE, Bonner/Steve Genter, 29 points; 5. Derek MacKelvie King, 25 points; 6. Nathan Franson, 21 points; 7. TIE, Jocelin/Ed Sorbo/Stuart Nodell, 20 points; 10. TIE, Zoetro/Adrain Webb, 16 points.

**125cc GRAND PRIX (GPRA):** 1. Brian Kcraget (Hon RS125); 2. Rodney Hensens (Hon RS125); 3. Dave Thompson (Hon RS125); 4. Bill Cole (Yam TZ125); 5. Robert Rawlins (Hon RS125); 6. Dale Greenwood, Jr. (Hon RS125).

**125cc GRAND PRIX (GPRA) POINT STANDINGS (After 3 of 5 races, all 5 count):** 1. Rawlins, 47 points; 2. Kcraget, 45 points; 3. Stewart Aitken-Cade, 41 points; 4. Thompson, 35 points; 5. Hensens, 30 points; 6. TIE, Vicky Jackson-Bell/Jason Peters, 25 points.

**SPORTSMAN:** 1. Bryan Bemisderfer (Buell 1200); 2. Daniel Bilansky (Buell 1200); 3. Gilbert Schweitzer, III (Hon 600); 4. George Federlin (Hon); 5. Leonard Cinquegrano (Suz SV650); 6. Gregory Avello (Buell 1200).

**SPORTSMAN POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Jeff Johnson, 54 points; 2. Bilansky, 27 points; 3. TIE, Bemisderfer/Jody Hendley, 25 points; 5. Jason Smith, 22 points; 6. TIE, Leo Venega/Jeff Wood, 20 points.

**600cc SUPERSPORT AMATEUR:** 1. Carlo Gagliardo, Jr. (Yam YZF-R6); 2. Giovanni Rojas (Suz GSX-R600); 3. Nathan Kern (Suz GSX-R600); 4. Chris Beck (Suz GSX-R600); 5. William Gloster (Suz GSX-R600); 6. Paulo Mariano (Suz GSX-R600).

**600cc SUPERSPORT AMATEUR POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Rojas, 85 points; 2. Beck, 46 points; 3. Mariano, 35 points; 4. Joseph Rozynski, III, 33 points; 5. TIE, Gagliardo/Tomas Bauchiero, 25 points.

**ENGINE ICE 200-MILE TEAM CHALLENGE GTO:** 1. Loudoun Motorsports (Ken Snyder/David Yaakov), Suz GSX-R1000, 80 laps; 2. Edge Motorsports (Greg Leffler/Michael Fitzpatrick), Suz GSX-R750, 80 laps; 3. Imotosports.com (Brandon Bashore/Fred Stucky), Apr RSV1000, 79 laps; 4. Bad Apple Racing (Arthur Wagner/Mike Wingen/Ray Bowman), Suz GSX-R1000, 76 laps; 5. Go Fast Racing (Glenn Clark/Dean Keating), Kaw ZX-7R, 74 laps; 6. Rin & Stimp (Nathan Kern/Frank Servidio), Suz GSX-R750, 71 laps.

**ENGINE ICE 200-MILE TEAM CHALLENGE GTO POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Loudoun Motorsports, 75 points; 2. Edge Motorsports, 65 points; 3. TIE, Bad Apple Racing/Siemens Patent Services, 36 points; 5. Imotosports.com, 32 points; 6. Legal Racing, 29 points.

**ENGINE ICE 200-MILE TEAM CHALLENGE GTU:** 1. Team YCH (Arthur Diaz/Michael Swank/Dennis King), Yam YZF-R6, 78 laps; 2. Brotz Motorsports (Richie Morris/Shawn Conrad), Yam YZF-R6, 77 laps; 3. Edge Junior Varsity (Tony Tinsley/Anthony Cammack), Suz GSX-R600, 77 laps; 4. Jam Racing (Joseph Milanesi/Kevin Warner), Yam YZF-R6, 77 laps; 5. Evanscooling.com (Alistair Smith/John Light/Andrew Stutzman), Suz GSX-R600, 74 laps; 6. Grease Monkey Racing (Eric Helmbach/Ronald Shaw), Hon CBR600, 73 laps.

**ENGINE ICE 200-MILE TEAM CHALLENGE GTU POINT STANDINGS (After 4 of 6 races, all 6 count):** 1. Brotz Motorsports, 66 points; 2. Edge Junior Varsity, 40 points; 3. Annadale Racing, 29 points; 4. Synergy Racing Technologies, 25 points; 5. Naked Boy Racing, 23 points; 6. Big Pink Machines, 20 points.

**f-usa**  
**inside**  
**info**

Michael Barnes invited his Herman Verboven Suzuki World Endurance Championship teammate Jeff Vermeulen to come to



America and race with his American teams at the Pocono and Portland rounds of the Formula USA series. "Everyone in America wants to race in Europe, and everyone in Europe wants to race in America," said Barnes. "Jeff always lets me stay at his house when I come to Europe. So I thought I'd try to set something up for him here." Vermeulen rode a Hooters Suzuki GSX-R600 and an Innovative Motorcycle Research Buell at Pocono, and rode the Buell again at Portland. Vermeulen suffered mechanical difficulties both weekends and ended up 14th in the Pro Sportbike race and ninth in the Buell Lightning Series final at Pocono, and 11th on the Buell at Portland. "There are many dedicated people here, but the racetracks are not so good," said Vermeulen. "I might stay and try to set something up to race here. I may move to Florida and work with Michael Barnes."

**Barnes said** that the Bol d'Or 24-hour in France September 15-16 would be his last 24-hour race "unless someone threw a lot of money at me. I'll still do the six and eight-hour races like Suzuka, though." Barnes and Vermeulen ended up missing the Bol d'Or; they were stranded in the U.S. when terrorist attacks on New York and Washington, D.C. shut down air travel.

**Aaron Clark rode Synergy Racing Technologies Honda's extra CBR600F4** at Pocono in place of injured Matt Wait. Clark said that he loved it. "It's like riding a GP bike again," said the former Australian National 250cc Grand Prix racer. The New Zealander finished 12th in the Pro Sportbike race at Pocono, and said afterwards that his race pace and set-up did not agree with each other.

**Loudoun Motorsports' Greg Harrison** missed his team's 200-Mile Team Challenge victory at Pocono due to the birth of daughter Eleanore Jillian Harrison on Thursday, August 23 in Leesburg, Virginia. Harrison's wife Susan stayed at home with Eleanore while Harrison returned to Team Challenge action at Portland.

**Max McAllister** of Traxxion Dynamics revealed a new product at Pocono—shock warmers. The new shock warmers were tested by Arclight Suzuki, Shogun Motorsports, and KWS Motorsports. "As a shock warms from ambient temperature to operating temperature, it changes just as if someone were turning the knobs. It takes six to eight laps, depending on the track and air temperature, to get a shock to operating temperature. The idea is to use the shock warmers so that you can test, tune and race with the shock at operating temperature," explained McAllister, who also said that the difference in performance of a shock at ambient temperature versus a shock at operating temperature is 10 percent. According to McAllister, a shock with a warmer applied to it for 40 minutes rises to 130-140 degrees F. A shock that goes out on the track cold rises to only 110 degrees F after two laps at Pocono, a long and bumpy track.

**Prior to leaving California** to drive to Pocono, Arclight Suzuki owner Chuck Warren dropped his Peterbilt truck off at a service center to have routine maintenance performed. Warren later got a call from the shop saying that his truck had been towed away by police even though shop personnel informed them that the truck belonged to a customer and even though the truck had a current license plate sticker. Warren went to the Concord, California police department to straighten things out and was told that he needed to show the truck's paperwork. The paperwork was in the truck, and the tow yard wouldn't let Warren near the impounded truck without police approval. Warren went back and got the police paperwork to allow him to retrieve the truck's papers. With the current registration in hand, police told Warren that despite having good paperwork the California Department of Motor Vehicles was reporting that the truck's plates hadn't been renewed since 1999. After several more calls between Warren and the DMV it was discovered that although the truck had lost a license plate in 1999, and a new license plate had been issued, the DMV was reporting the truck as being out of

registration. The truck was finally released to Warren after days of phone calls, paperwork and \$390 in towing and storage fees. Warren's departure for Pocono was delayed by one day.

**A collaborative effort** involving Roadracing World, the Roadracing World Air Fence Fund, Alpina Safety Systems, Formula USA and Parts Unlimited saw 20 sections of inflatable air barriers flown from the World Superbike race at Brands Hatch in England and set up at Pocono. Alpina brought the air modules to America to be used at the three remaining Formula USA events and the WERA Grand National Finals in exchange for cash from the Air Fence Fund and advertising space in Roadracing World magazine. Parts Unlimited contributed money to transport the barriers between the last three rounds of the F-USA series, a coast-to-coast-to-coast affair. At each riders' meeting at Portland and Pocono, Formula USA National Safety Director Roger Lyle made a point—greeted with applause—of thanking Roadracing World, Alpina, Parts Unlimited and Roadracing World Air Fence Fund Contributors. Lyle also urged racers and their loved ones to continue donating to the Air Fence Fund.

**According to Alpina's Dan Lance**, there were 170 28-foot sections, or 4780 linear feet, of Alpina Air Module used at Brands Hatch for the World Superbike races!

**Team Valvoline EMGO Suzuki's Grant Lopez** competed in an AMA Formula Xtreme race at Pikes Peak International Raceway in Colorado on Saturday, August 25, then raced in two Formula USA Unlimited Superbike races at Pocono International Raceway in Pennsylvania on Sunday, August 26. Lopez and mechanic Todd Fenton drove from the team's race shop in Alabama to Pocono on Monday, August 20. Lopez rode in a Team Promotion track day at Pocono on Tuesday, August 21, where he encountered an extra hurdle. Lopez crashed, was knocked unconscious, and was airlifted from the track to a hospital 45 minutes (by car) away, where he was treated for a concussion and released Tuesday evening. Lopez stayed in the Pocono area Wednesday while he waited for the effects of the concussion to subside. On Thursday morning Lopez and Fenton flew from Newark, New Jersey to Colorado Springs, Colorado. On Friday, September 24, Lopez practiced and qualified for the AMA Formula Xtreme race at Pike's Peak. Lopez finished the race in sixth. Immediately after the race, Lopez and Fenton flew out of Colorado to Los Angeles, where they caught an overnight, red-eye flight back to Newark. After nine hours in the air, Lopez arrived at Newark Airport shortly after 6:00 a.m. where he was met at the curb by a running car. Lopez arrived at the track at 8:30 a.m. and went out for his first and only practice session at 9:30 a.m. Lopez then took a provisional start from the back of the Formula USA Unlimited Superbike grid. Lopez DNF the first race at Pocono and finished fifth in the second race.

**F-USA's Pocono event** was promoted by ads on 78 radio stations over three states and TV ads on at least three networks, including ESPN during the evening Sports Center and USA Network during a prime-time movie. One of those radio stations, WZZO 95.1 FM in Whitehall, Pennsylvania, held a contest on Tuesday, August 14 in conjunction with a motorcycle event at local tavern. Winners of the contest were Vincent and Jeanette Poandl of Whitehall. The Poandls spent the weekend as guests of Formula USA and as crew members with the Arclight Suzuki team.

**When asked Sunday** about the experience, Jeanette Poandl said, "Everyone is so nice. The Arclight Suzuki people are fabulous people. They have been so generous and answered all of our questions and have even given us little jobs to do. It's neat to see all that's involved. I have new respect for motorcycle racers." Vincent Poandl said, "I have a cousin that's an AMA flat tracker and he can't even get me into the pits. It's nice to be in the pits and out at the wall. The team took us around and introduced us to all of the Formula USA officials. It was really neat." The Poandls said that the F-USA contest had created two new road racing fans. **RW**



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continued from page 41

Mike Hale and young gun Roger Hayden will race in 600cc Supersport as well as in Formula Xtreme on CBR954RR racebikes. Teenager Alex Gobert and an un-named teammate will compete in 600cc Supersport and Formula Xtreme for the Erion-affiliated Bruce Transportation Group team.

**Gobert's Bruce Transportation Group** teammate won't be Josh Hayes, who has signed a two-year contract to re-join Team

made large donations to the disaster relief efforts. Harley-Davidson donated 30 Harley-Davidson motorcycles and \$1 million in cash while BMW donated 100 BMW Motorcycles, 10 BMW X5 Sport Activity Vehicles and \$1 million in cash. Both companies pointed out in press releases that the donated motorcycles are meant to help re-equip the New York, New Jersey, Port Authority Police and Fire Department fleets.

**Following a rain-out of a WERA National Endurance Series and National Challenge Series race weekend at Memphis Motorsports Park,** WERA President Evelyn Clarke said that the organization would not return to Memphis unless modifications are made to the track to make it suitable for wet weather use. The event scheduled for September 1-2 at Memphis was cancelled because rain made the dragstrip used as the front straightaway of the road course too slippery. The required modifications include the removal of guardrail to allow use



Telefonica Movistar replica Suzuki GSX-R600 features a special paint job to commemorate Kenny Roberts' 2000 500cc World Championship. It should hit showroom floors just in time for Roberts to hand over his crown to a new World Champion.



Ducati's prototype Multistrada uses a 900SS-derived air-cooled engine and isn't expected in showrooms before early 2003.

Valvoline EMGO Suzuki in AMA Formula Xtreme and 600cc Supersport on bikes tuned by Barry McMahan. Hayes rode for Erion Racing in 2000 and for Bruce Transportation Group in 2001, following three years with Team Valvoline EMGO Suzuki.

**Yamaha has signed Damon Buckmaster** and Aaron Gobert to race Graves Motorsports Yamaha-prepared Formula Xtreme and 600cc Supersport bikes in 2002. At presstime, Anthony Gobert, eldest of the three Gobert brothers, was on the verge of signing a contract to again race a Yamaha YZF-R7 in the AMA Superbike Series as well as a YZF-R6 in the AMA 600cc Supersport Series.

**Following the terrorist attacks** on the World Trade Center and the Pentagon in September, Harley-Davidson and BMW each

of the existing hot pit area to bypass the first half of the dragstrip, avoiding the problem of no traction on the rubber-coated pavement in the event of rain. Memphis track management has been asked to make the changes by Clarke.

**Alpina Safety Systems** of Steindorf, Austria has announced that the company will begin manufacturing Air Fence in America. According to a press release issued by the company, "Alpina is committed to raising the level of safety in America to the level available in other areas of the world. Manufacturing of Alpina safety products in America is expected to reduce the cost while maintaining the high level of quality control that has formed Alpina's international reputation." More information is available from Dan Lance, Alpina Safety Systems/Amer-



The 2002 CBR954RR, Honda's answer to the Suzuki GSX-R1000 and the new holder (again) of the best-power-to-weight-ratio title, with 154 horsepower and a 370-pound dry weight.



Stripped view of Honda CBR954RR, which gets a redesigned frame, swingarm and under-engine swingarm mount reinforcing brace. Unique Honda frame does include swingarm pivot plates. Instead, the swingarm pivots in the engine cases and in a U-shaped brace running underneath the engine.



The Honda 919, combining a CBR900-based fuel-injected engine with a steel-frame to produce a 427-pound streetbike.



ican Division, 228 Steele Hill Rd., Sanborn-ton, NH 03269, (603) 571-5935

**Tom Shields** has left his full-time position as President and Race Director for WERA South Central affiliate RPM for financial reasons. Shields can be contacted at (713) 557-1143.

**Racer and tuner Shane Clarke** has left Team Valvoline EMGO Suzuki to start his own engine-building business. Clarke built engines for AMA 750cc Supersport race winners Chris Ulrich and Ben Spies. Clarke can be reached at (913) 220-1010.

**Racer and tuner Kevin Murray** is back working at his Vista, California race shop, MCE Racing. Murray spent nearly four weeks in a hospital following a head injury sustained while dirt bike riding in the desert. Murray is currently trying to catch up with business left relatively unattended while he was hospitalized. Murray can be reached at (760) 599-1061.

**Ben Matheson** has been hired by Specialty Sports Limited as National Sales Manager (Eastern Region) for Teknic.

**WERA and CCS racer Michael Rober-**son married Paige Feckoury September 8 in Decatur, Georgia. The bride's father owns Cycle City Powersports in Newnan, Georgia.

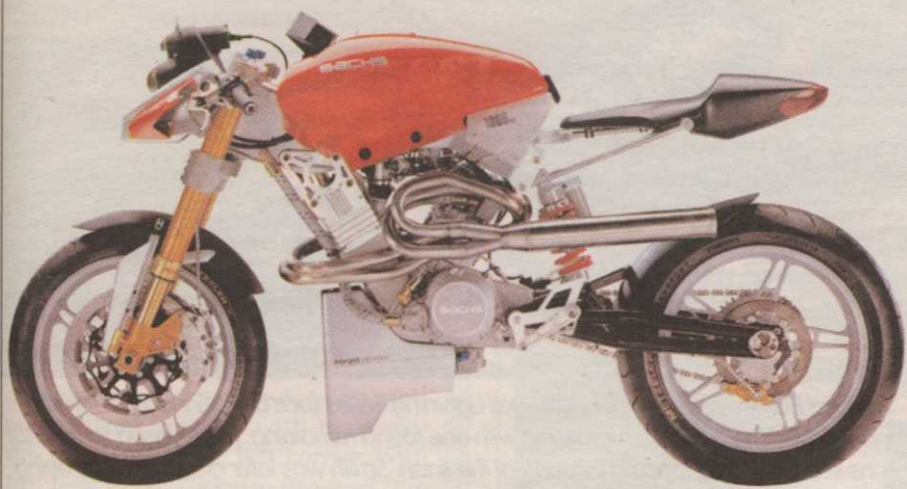
**Loudoun Motorsports** team owner/rider Greg Harrison and wife Susan had a daughter, Eleanore Jillian, August 23 in Leesburg, Virginia. Loudoun Motorsports competes in the WERA National Endurance Series and Formula USA 200-Mile Team Challenge series.

**Racer John Donnelly** and wife Deborah adopted a 1-year-old daughter, Erin Nadezhda Donnelly, August 28 in Ryazan, Russia.

**WERA racer Brian Stokes** and wife Tammy



Honda's VFR800 Interceptor, with VTEC two-valve/four-valve system and the distinction of meeting 2008 CARB emissions standards, thus removing any plausible argument against tougher federal emissions regulations for motorcycles.



The Sachs Beast, not available any time soon in dealerships because, its creators say, its "fragile design" needs further safety testing! Okay, then...



Suzuki's TL1000-powered V-Strom "adventure" bike, basically a big dual-purpose machine with the emphasis on street use.



Honda's answer to the biggest BMW, the ST1300, known in Europe as the Pan European, a 1261cc Inline Four producing 85 lbs.-ft. of torque at just 6500 rpm.

had a son, Logan Thomas Stokes, September 16 in Rome, Georgia.

**Motor Racing Outreach** motorcycle racing chaplain Brent Houston has been sidelined with Post-Traumatic Stress Disorder (PTSD). A press release issued by MRO said that Houston's condition is a result of the trauma experienced in 15 years of ministry and counseling related to racing accidents. Cards can be sent to Houston c/o Motor Racing Outreach, Smith Tower, Suite 405, 5555 Concord Parkway, South Concord, NC 28027.

**CRA racer Tyson Burger, 26**, was killed in a racing accident at Brainerd International Speedway in Brainerd, Minnesota on Saturday, September 15. Burger was involved

in a three-bike pile-up in turn one on the first lap of the Super Twins race. According to CRA President Eddie Karow, Burger was pronounced dead on arrival at the local hospital, with spinal cord injuries, while the two other riders involved in the accident suffered non-life-threatening injuries. Burger was from Cross Lake, Minnesota and is survived by his mother Rev. Gail Stangret-Burger, fiancée Heather Buntje and six-week-old son Ghage. A memorial service for Burger was held on Tuesday, September 18 at Johnson Funeral Home in Waconia, Minnesota. Funeral services for Burger were held September 19 at Faith Lutheran Church in Waconia, Minnesota. **RW**



# Barnes Wins Four At Portland

By David Swarts

Michael Barnes won all four Formula USA National road races he entered at Portland International Raceway, sweeping both Unlimited Superbike races, as well as the Pro Sportbike and Buell Lightning events. Jeff Wood won the only featured race Barnes didn't enter, the Aprilia Cup Challenge.

After telling anyone who would listen that he would never race with Formula USA again following an incident at Virginia International Raceway, Mike Ciccotto showed up to race at Portland and led the odd-numbered Unlimited Superbike qualifying session with a 1:07.834 on his big-bore Hooters Suzuki GSX-R750. Team Valvoline EMGO Suzuki's Grant Lopez mounted a new Michelin rear tire late in the session but could not improve on his 1:08.287, the second-fastest time of the session.

In the even-numbered group, Arclight Suzuki's Lee Acree made a big impact quickly and literally. Acree posted a 1:07.755, a new lap record, to earn the pole position for Sunday's race. On the very next lap, Acree crashed unhurt in turn four. "I was trying a different line. I was trailing the brakes trying to get it to pull the nose back over on line, and it nosed over. It tucked the front," said Acree of his fourth crash of the 2001 season. "I thought that it would take a faster time to get pole. So I was just sitting there waiting to get bumped. I'm happy that I got pole, but sorry that I crashed the bike. My crew built me a perfect bike, and now they have to do it again." Despite a broken right clip-on and damaged exhaust pipe, Acree's bike passed the mandatory post-qualifying dyno check.

Behind Acree, Ciccotto's time held up for second on the grid until he went to the dyno, where Ciccotto's bike made 145.4 horsepower, 0.4 horsepower over the 145.0 limit; Ciccotto was bumped to the back of the 31-rider grid for race one. His Hooters Suzuki teammate Barnes, with a time of 1:07.853, was moved up to second on the grid with Brian Parriott at 1:07.864 and Shawn Higbee on his KWS/Millennium Suzuki at 1:07.880 completing the front row. Lopez's 1:08.287 was good for fifth-fastest ahead of Craig Connell's 1:08.348 on an AMS Ducati, Ty Howard's 1:08.455 on a Zlock Kawasaki and Alan Schmidt's 1:08.464.

With their newest 140-horsepower engines proving relatively fragile after recording the weekend's highest radar speeds at 170 mph, Blackmans Aprilia's Tray Batey and Michael Himmelsbach babied their Mille Rs around in qual-



Michael Barnes (34) leads Shawn Higbee (14), Michael Himmelsbach (behind Higbee), Lee Acree (84), Brian Parriott (46) and Tray Batey (2) in the first Unlimited Superbike race at Portland. Photo by Brian J. Nelson.

ifying to 11th and 12th-fastest, respectively. Immediately following the qualifying session, Himmelsbach won the Unlimited Grand Prix support race and in doing so clinched that Championship.

At the start of race one, Barnes and Acree drag-raced to turn one with Barnes getting the position and Acree slipping backwards. After one lap, Barnes led Higbee, Himmelsbach, Parriott, Acree, Batey, Schmidt, Lopez, John Dugan, Ken Chase on a borrowed bike, and Ciccotto in 11th. Acree drafted past Parriott to take fourth on lap two, and used the fastest lap of the race, a 1:07.850, to move past Himmelsbach and into third on lap three. It took a few more laps for Acree to leapfrog past Higbee and Barnes to take the lead on lap five, but Acree's time up front wouldn't last.

On lap six, the lead group included Acree, Barnes, Parriott, Higbee, Himmelsbach, Batey and Lopez. Parriott put his head down and began to push the issue on lap seven, passing Barnes in turn one and Acree into turn seven to take the lead. Then Barnes ran his fastest lap of the race, a 1:08.129, and slipstreamed past Acree and Parriott to open some daylight between the top three and Higbee and Himmelsbach fighting for fourth. Batey and Lopez slipped into a duel for sixth.

On lap 11, the complexion of the race and the Championship changed. Barnes led Acree and Parriott across the stripe. Parriott went to pass Acree on the brakes for turn one. Acree was on the far left edge of the track setting up for the right-hand turn one



Michael Barnes (34) controlled the Buell Lightning Series race at Portland from the start and clinched the 2001 Championship with one round remaining. Here, Jason Smith (913) runs second before slipping to fourth at the finish. Smith was later disqualified for being over horsepower in post-race dyno checks. Photo by Brian J. Nelson.

when Parriott's rear wheel swung out, contacted Acree's bike, and forced Acree off the track. Acree later said that



Mike Ciccotto (13) was on top of his game in Unlimited Superbike race two at Portland, beating Michael Barnes (34) and Brian Parriott (46) to the checkered flag. But Ciccotto was disqualified when his GSX-R750 tested 1.2 horsepower over the 145.0-horsepower limit in post-race dyno checks. Photo by Brian J. Nelson.

the impact upset his bike and once off the track he knew that he had to lay it down or risk hitting the tire wall. Acree, the Unlimited Superbike points leader coming into Portland, had just been taken out of the race by his own teammate while they both led Acree's main Championship rival, Higbee.

"I didn't think anything of it when I went for the pass," said Parriott of the move that bumped Acree off the track. "I got in there a little hot but nothing too serious. The back end started moving around. I felt it hit something and Lee was down. I feel so bad right now."

Parriott could do nothing for his fallen teammate and waited for the last lap to make his move to pass Barnes. Parriott tried to get his best drive onto the back straight but spun the rear tire, losing his drive and any chance to catch Barnes. Barnes beat Parriott to win, with Higbee third. "I've been strong out of the final corner all weekend," said Barnes. "If you can get into and out of that corner good, that's over half of the racetrack right there."

After having a front-row seat for Acree's departure from the race, Higbee happily took third ahead of Himmelsbach, Lopez, Batey, Ciccotto, Tuff

Dog Racing's Schmidt, Zlock Kawasaki's Howard, and Keystone Learning Systems' Eric Wood in 10th. "Once I saw Lee (Acree) down, I instantly was being a little more conservative," said soft-spoken Higbee. "Now I can go for it a little bit more in the second leg, and my guys think they can give me a little more midrange power to use."

Upon inspection of the crash damage of Acree's bike, the Arclight crew discovered that the rearset mounting tabs on the right side of the frame had been broken off. By Formula USA rules, racers must use the same frame in both races, or else have to start from the back of the grid. So the Arclight crew began to drill and tap directly into the frame of Acree's GSX-R to mount new rearsets and made the repair in time for Acree to start race two.

Leading the Unlimited Superbike point standings by five points following Acree's DNF in leg one, Higbee took the holeshot in race two, leading Himmelsbach, Parriott, Barnes, Batey, Ciccotto, Lopez and Sullivan into turn one. The race ran for one lap before, exiting turn nine onto the front straightaway, a water hose on Acree's repaired bike



came loose. Acree nearly highsided in his own water. Eric Wood avoided Acree but saw that Acree's slide had caused even more water to spill out of Acree's belly pan. The next rider through was Ty Howard, who immediately highsided, followed by Craig Connell who, according to eyewitnesses, also highsided. The third rider through was local racer John Dugan, who crashed trying to turn inside and avoid Howard and Connell. The race was quickly stopped, and all three riders went to the hospital with serious but non-life-threatening injuries.

"It's just one of those weekends," said Acree at the end of the day. "Everything started off just fine and then turned on us pretty quickly. I just hope everyone who went down in turn nine are going to be okay."

After the track was cleared and cleaned, Barnes led the re-start into the first corner followed by Higbee, Ciccotto, Schmidt, Parriott, Himmelsbach, Batey, Wood, Sullivan and Lopez. Ciccotto did not hesitate, going straight to the front on the first lap by passing Barnes in turn seven. Once clear, Ciccotto pushed to break away and pulled out a small advantage with a 1:07.7 on lap three, but Barnes reeled his teammate back in.

Through the middle of the race, Ciccotto and Barnes battled for the lead in front of Parriott, who later said that he was doing everything he could to slow up fourth-place Higbee in the vain hope that Acree could catch and pass his Championship rival. Batey was alone in fifth after a better start than in race one and more power thanks to his Aprilia running cooler. Acree's charge from the back stalled when he caught Lopez, and the two riders raced for sixth place.

As the final laps drew closer, Parriott switched into win-mode and caught up to Barnes and Ciccotto. "It's easier to go faster when you have a carrot to chase, especially an orange one," said Parriott, referring to the bright orange Hooters Suzukis in front of him. Parriott passed Barnes into turn seven only to have Barnes re-pass Parriott on the front straight with his superior drive out of the last corner. With two laps to go, Ciccotto dropped into the low-1:08s, and the lead group of four was suddenly strung out, resulting in an anti-climactic finish. Ciccotto crossed the line first, 0.6-second ahead of Barnes, followed by Parriott, Higbee, Batey, Lopez, Acree, Chase, Wood and Schmidt.

After celebrating on the podium, Ciccotto was informed that his bike made 146.2 horsepower, 1.2 over the 145.0 horsepower limit, and he was disqualified. Upon hearing the news, Hooters Crew Chief Mike Fagnoli accepted the blame. "When they win, the mechanics get all of the glory. When things go bad the crew chief takes the blame," said Fagnoli. "After the bike went over (horsepower) in qualifying, I made a change that normally takes 'this much' power out, but I didn't go back to the dyno to check it. I gambled this weekend to get my riders to the front. For Barney (Michael Barnes), it was good. For Mike (Ciccotto), it was bad."

"I know exactly how Mike (Ciccotto) feels right now," said Barnes, referring to his own disqualification from the first Formula USA Unlimited Superbike race in the Spring of 2000, when

continued on page 70

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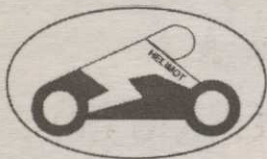


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## F-USA Portland

*continued from page 69*

the Zlock Kawasaki he rode at the time went over horsepower. "I wanted to win all four today but not this way. Mike didn't need that one extra horsepower. He won that race."

### Barnes Beats Acree In Pro Sportbike

Earlier in the weekend, things were better for Acree, who started off even-numbered Pro Sportbike qualifying with a 1:09.310 before pitting halfway through the 20-minute session for a new Super Soft Metzeler rear tire. Acree then turned a 1:09.010 on his 15th of 16 qualifying laps. Acree was joined

Harrell's 1:09.397. Ciccotto was on the second row with a 1:09.446 along with Parriott at 1:09.539, Blackfoot Suzuki's McBain with a 1:09.780, and Dallas Cycle Sport's Shan Ball at 1:10.309. In post-qualifying dyno checks, all of the top qualifiers tested within the limits, but Stuart Stratton (112.1 bhp) and Schmidt (112.5 bhp) each tested over the class' 112.0 horsepower limit in spot checks. Schmidt's reading came on his very first dyno pull.

Acree got off the grid first in the Pro Sportbike race, but Barnes passed Acree on the brakes for turn one. Into the first left-hand turn, turn three, Barnes led Acree, McBain, Ball, Howard, Harrell, Ball's teammate Brett Champagne and Canadian Matthew Zurbuchen. On lap two, Barnes continued



Lee Acree (1) could beat Michael Barnes (34) into turn seven in the Pro Sportbike race at Portland, but no one could out-drive Barnes to the finish line. Paul Harrell (47) caught the lead pair but burned up his rear tire doing it. Photo by Brian J. Nelson.

at the top of the even-numbered time charts by Shogun's Ty Howard (despite his helmet faceshield flying off on his fastest lap) and Paul Harrell, Ciccotto and Canadian National series regular Clint McBain.

Acree's provisional pole lasted until Barnes' third lap. After not having raced a 600cc Supersport machine regularly since his time with Erion Honda in 1995, Barnes ripped off a 1:08.910 to grab the pole position and a new class lap record for Portland. Aided by the increase in the class horsepower limit from 106.0 in 2000 to 112.0-horsepower for 2001, Barnes' time beat the existing track record of 1:09.621 set by Parriott in 2000 and killed Parriott's 2000 pole time of 1:10.233.

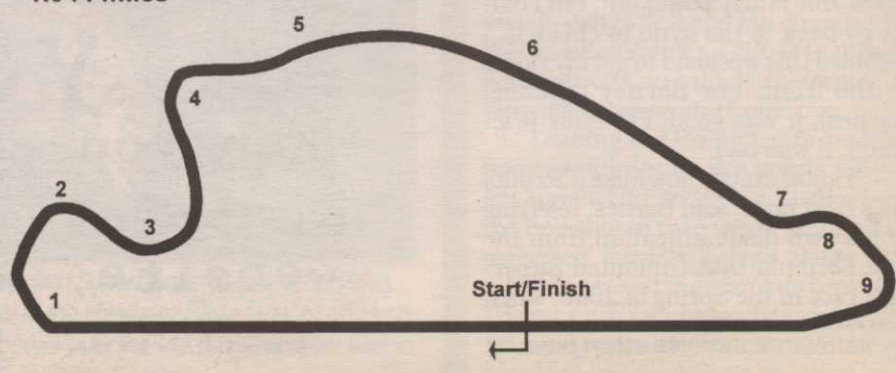
When asked about doing his best time alone at a track where drafting can be helpful, Barnes said, "I do my best work alone. I tend to slow down, and brake too early when I'm around other people." Barnes backed his qualifying time up with another 1:08.9 lap and a 1:09.1 lap, causing other racers to become concerned that Barnes maybe able to pull away.

Acree's time held up for second-fastest ahead of Howard's 1:09.382 and

to lead Acree and McBain while Ball, Howard, and Harrell battled on the brakes for turn one. Harrell took turn one and the fourth position thanks to his inside position and began to move forward toward the leaders. On lap three, McBain started to drop back and lose positions rapidly before retiring from the race completely with what an angry McBain said was, "a bad front (Dunlop) tire. That tire was 1.5 inches taller than a normal front tire and had an extremely triangulated profile. It was wobbling so bad I couldn't hold the throttle wide open on the straight-aways."

Meanwhile, Harrell was beginning to erode the 1.2-second gap to the battling lead pair, Acree passing Barnes into turn seven only to have Barnes re-pass him along the front straight. After turning the fastest lap of the race—a 1:09.024—on lap four, Harrell made the lead duo a trio on lap eight. But two laps later, Harrell realized that he had burned up his Super Soft rear Metzeler getting there. Harrell got bucked out of the seat accelerating out of turn four and later said it wasn't the only time that he had lost the rear. Harrell managed to hold his place behind Acree and Barnes as the pace slowed from

Portland International Raceway  
1.944 miles





the mid-1:09s to low-1:10s. The slower pace allowed Parriott and Howard to catch up and make the race a five-way contest to the end.

Coming from ninth place on the first lap, Parriott was on the move and passed Harrell for third in turn seven, but Parriott's charge ended there. "I wanted to win but I had to be sure about getting past Lee (Acree)," Parriott told reporters, referring to the 2000 Sportbike race when Parriott and Acree collided and crashed in the final corner while battling for the lead. "I couldn't let what happened last year happen again with Lee leading the Championship." (Later in the day, despite his stated caution, Parriott would take out Acree in the first Unlimited Superbike race.)

The race came down to Barnes and Acree. Acree strong on corner entries, Barnes in a league of his own when it came to getting drives out of the final corner. Acree's only chance was to lead into turn nine and beat Barnes to the flag, but Barnes led into turn seven and turn nine, got the power down coming out of nine, threw in a weave for good measure and won the race by 0.304-second.

"I've been telling everybody, to go fast here you have to get out of turn nine," said a very happy Barnes. "Mike Godin has been working really hard on my bikes and has them working great for me."

Acree took second but extended his points lead over Harrell. "There wasn't much I could do about Barney (Barnes) today," said Acree. "He was just getting out of turn nine so well. I could pass him going into turn nine, but he would pass me right back on the front straight. I may have made it to the line once in the lead...barely."

Parriott settled for third place in the race ahead of Harrell, Howard and Ball. Ciccotto finished an uncharacteristic seventh, explaining that an untested change to de-tune his GSX-R600 ended up robbing so much power that he couldn't pull fifth gear down Portland's long front straight. Diagnostics' Stoney Landers collected another strong finish in eighth ahead of Schmidt from the back of the grid and 44-year-old Mike Sullivan.

#### Wood Wins Aprilia Cup Challenge

Things were looking bad for Jeff Wood's Aprilia Cup competition as soon as wheels rolled at Portland. In the second practice session during Thursday's Team Hammer practice day at Portland, Wood was already under the 2000 pole time of 1:16.322 (set by current Shell Advance 500cc Grand Prix rider Brendan Clarke) with a 1:15.2. Fortunately for the field, Wood immediately hit a plateau, giving the competition three days to catch up.

In Saturday's Aprilia Cup qualifying session, Wood clicked off a 1:15.540 on lap four to claim the pole position, then spent the rest of the session sizing his competition up in the draft. Blackmans Cycles' Shannon Silva was Wood's main concern after radar speeds showed Silva to have the highest trap speed in practice. Silva justified Wood's concern with the second-fastest qualifying time, a 1:16.682. Copier1.com's Dan Fischer and Advanced Auto Body's Joshua Soror paired up for the entire session to record a 1:16.837 and 1:17.170 for third-fastest and fourth-fastest respec-

continued on page 72

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## F-USA Portland

continued from page 71

tively. Heading the second row was Action Motor Sports' Thad Halsmer with a 1:17.659 followed by John Lemak at 1:18.512 and the seventh and final Aprilia competitor Brent Prindle with a 1:24.133. (Prindle, the only Heavyweight-class rider in the field, finished dead last and took home \$1100 between his overall and heavyweight purses.)

Sortor was the rabbit off the start followed by Fischer, Wood, Silva and Lemak. But while Sortor led the first lap both Wood and Silva drafted past at the beginning of lap two. Silva knew that he had to keep Wood close to have any chance, and the two riders nearly bumped several times as they made their way through the infield section, turns one through five. After two laps, Wood held a narrow lead over Silva, Fischer and Sortor, with a gap back to Halsmer and Lemak.

On lap four, Silva made a mistake coming onto the back straightaway and lost Wood's draft. By lap five, Wood's lead was 2.3 seconds and it continued to grow until he set it on cruise control to win the 12-lap race by nearly three seconds.

"I knew that Fischer was hurting and that Shannon (Silva) was going pretty good," said Wood shortly before going to go jump on a Zlock Kawasaki for his first-ever Unlimited Superbike race. "I knew that I had to break the draft so that Shannon couldn't stay with me. Once I did that I just watched my board and brought it home. So now we're (Wood and Dan Fischer) basically tied in the points going to Daytona. I go pretty good there, but I'm also one of the biggest guys on the Aprilias. I guess we'll see what happens."

Silva and Fischer stayed close to each other through the middle of the race until a late push allowed Silva to secure second. Putting off surgery to remove his gall bladder, Fischer rode in tremendous pain to collect third and left Portland trailing Wood by only one point leading to the final round at Daytona in October. Sortor rode a lonely race to finish fourth. Halsmer and Lemak traded positions several times during the last few laps, but Halsmer beat Lemak to the line to claim fifth.

## Barnes Demoralizes Buell Lightning Field

Michael Barnes' competition was grumbling when they heard that his fuel-injected Innovative Motorcycle Research Buell was 5.5 mph faster on the radar gun and two seconds faster on the stopwatch than any other Buell Lightning racebike.

In qualifying, Barnes' domination continued when he immediately dropped his lap times into the 1:13s before setting a new lap record of 1:13.172, beating Shawn Higbee's old mark from 2000 of 1:13.800 handily. "I was laying in bed last night thinking," said Barnes after collecting his second pole and second lap record of the day. "I wanted to do a 1:12 on the Buell, a 1:08 on the Sportbike, a 1:06 on the Superbike, and take all three poles with lap records. I didn't quite get them all, but that's what goals are for."

After qualifying, Barnes' Rich-Cronrath-built-Buell recorded 94 horsepower, just under the 95.0 horsepower limit.



Continuing to inspire others with his incredible comeback from injuries suffered at Daytona despite still not having full use of his left wrist, Richie Morris pushed hard to turn a 1:14.387 for second on the grid. Hal's Performance Advantage's Morris would have liked to have done more laps, but something let go in the bike's engine and Morris knew that he couldn't blow the motor before it could be deemed legal on the dyno run and pulled in. Hoban Brothers/Appleton H-D/Buell's Jeff Johnson qualified third with a 1:15.031 in his second outing on the Pirelli tires. Frederick H-D/Buell's Bryan Bemisderfer completed the front row with a 1:15.087.

The second row of the Buell grid included New Castle H-D/Buell's Tripp Nobles fifth-fastest at 1:15.113, Smith Brothers H-D/Buell's Jason Smith sixth-fastest at 1:15.189, Daniel Bilansky seventh-fastest with a 1:15.303, and Barnes' Belgian World Endurance teammate Jeff Vermeulen with a 1:15.322 for eighth-fastest. The third-through-ninth-fastest qualifiers were separated by 0.9-second.

Barnes reacted to the green flag first and led Bemisderfer, Johnson, Morris, Smith, and Nobles off the line and into turn one. After one, 1.9-mile lap, Barnes had a 0.7-second advantage over a pack consisting of Smith, Bemisderfer, Morris and Johnson with a gap back to Bilansky and Nobles. On lap two, Morris used the fastest lap of the race, a 1:13.201, to pass Bemisderfer and Smith and close right up on Barnes. Barnes was easing into his race pace, however, and turned his fastest lap of the final, a 1:13.417, to re-establish a 1.1-second lead over Morris and Smith on lap three. Barnes pulled away to win the 12-lap race by over five seconds.

"Rich (Cronrath) gave me the best bike out there," said Barnes. "He works so hard on these bikes, and they're always the best-looking, the best-sounding, and the best-running Buells on the track."

When asked what he is doing differently than everyone else, Cronrath said, "A lot of these guys will take a bike, put some parts on it, and go racing not really knowing if what they have done to the bike will even work better. I try to make sure that everything I put on the bike works well with the other parts. Like the exhaust for example, most guys think that loud equals power with a Harley, and that's just not true." Cronrath has been involved in Harley drag racing for 13 years, 10 as a rider, and says that he has never been found to be cheating in any way over that time. Cronrath offered to tear his Buell's engine down in post-race tech inspection to put an end to accusations of cheating but Cronrath found no takers.

Morris rode a strong race, turning consistent mid-1:14s through the majority of the event, but Smith was never very far behind Morris. At the halfway point, Nobles pushed forward past Bilansky, Johnson and Bemisderfer to challenge Smith. Nobles and Smith began drafting back-and-forth, drawing closer to Morris. Just a few laps from the end, Smith made a risky pass on Nobles going into turn seven and had an anxious moment. Nobles rolled out of the throttle to avoid what he thought would be Smith's crash. Smith didn't crash but the two riders lost their chance

to overtake Morris. The Nobles/Smith battle was now for the final podium spot.

On the last lap, Nobles led into turn seven and the final corner. Smith got a good roll through turn nine but, as Smith approached Nobles from behind exiting on to the front straight, Smith's brake lever tapped the back of Nobles' bike. Nobles was able to beat Smith to the line by half-a-wheel. "That was a fun race. I don't even know who that #913 (Smith) is, but he sure gave me one Hell of a run for my money," said Nobles. Later, Smith's efforts were found to have been wasted when his bike recorded 96.5 horsepower, over the 95.0 horsepower limit.

The final Buell results had Barnes winning and clinching the 2001 F-USA Buell Lightning Series Championship with one round still remaining. Morris finished second ahead of Nobles, Bilansky, Johnson, Bemisderfer, Brian Bodine, Darren James, Brian Frank and John Snell.

#### Post-race dyno numbers:

##### Unlimited Superbike Race One (limits 145.0 bhp, 370.0 lbs.):

Michael Barnes, 138.4 bhp, 376.0 lbs.  
Brian Parriott, 141.4 bhp, 381.5 lbs.  
Shawn Higbee, 141.3 bhp, 380.0 lbs.  
Michael Himmelsbach, 134.3 bhp, 415.0 lbs.  
Grant Lopez, 142.9 bhp, 385.0 lbs.

##### Unlimited Superbike Race Two (limits 145.0 bhp, 370.0 lbs.):

Mike Cicco, 146.2 bhp, 382.5 lbs.  
Michael Barnes, 136.8 bhp, 379.0 lbs.  
Brian Parriott, 140.6 bhp, 380.5 lbs.  
Shawn Higbee, 142.8 bhp, 378.5 lbs.  
Tray Batey, 143.2 bhp, 415.0 lbs.

##### Pro Sportbike (limits 112.0 bhp, 365.0 lbs.):

Michael Barnes, 111.7 bhp, 373.0 lbs.  
Lee Acree, 107.0 bhp, 377.0 lbs.  
Brian Parriott, 107.7 bhp, 375.5 lbs.  
Paul Harrell, 109.2 bhp, 372.0 lbs.  
Ty Howard, 110.2 bhp, 378.0 lbs.

##### Aprilia Cup Challenge (limits 63.0, 290.0 lbs.):

Jeff Wood, 61.9 bhp, 308.0 lbs.  
Shannon Silva, 60.8 bhp, 304.0 lbs.  
Dan Fischer, 61.7 bhp, 313.0 lbs.  
Josh Sortor, 60.5 bhp, 307.0 lbs.  
Thad Halsmer, 60.3 bhp, 312.0 lbs.

##### Buell Lightning Series (limit 95.0 bhp, 390.0 lbs.):

Michael Barnes, 92.4 bhp, 428.5 lbs.  
Richie Morris, 93.7 bhp, 412.0 lbs.  
Tripp Nobles, 93.9 bhp, 423.5 lbs.  
Jason Smith, 96.5 bhp, 410.0 lbs.  
Dan Bilansky, 94.4 bhp, 415.0 lbs.

On his Suzuki GSX-Rs, Michael Barnes is sponsored by Hooters Restaurants, American Suzuki, Metzeler, Ti Force By Orient Express, Sharkskin, Vanson, Torco, Traxxion Dynamics, Nutec, Barnett, Street & Competition, RK, Lockhart-Phillips USA, Haulmark Trailers, GP Tech, Argo Cycles, RC Components, Penske, Vortex, EBC, Atlantic Motorsports, Mike Fagnoli, Shoei, ARI, Moto Liberty, Battley Cycles and Alpinestars. On his Buell, Michael Barnes is sponsored by Innovative Motorcycle Research, LMR, Kosco Harley-Davidson, S&S Cycle, Baker Drivetrain, Andrews Products, Proto Fab, Banke Performance, Borla Exhaust, Sprocket Specialists, World Wide Bearings, Pirelli, Torco Racing Fuels, EBC, Lindemann Engineering, Penske, Vanson, Shoei, Moto Liberty, ARI, Alpinestars, Ross Graphics, Primo Rivera, Flash Point, and Battley Cycles. Jeff Wood is sponsored by Penguin Rac-

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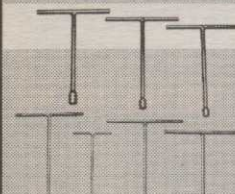
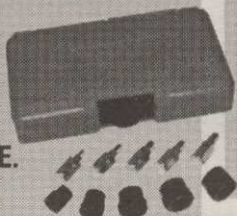
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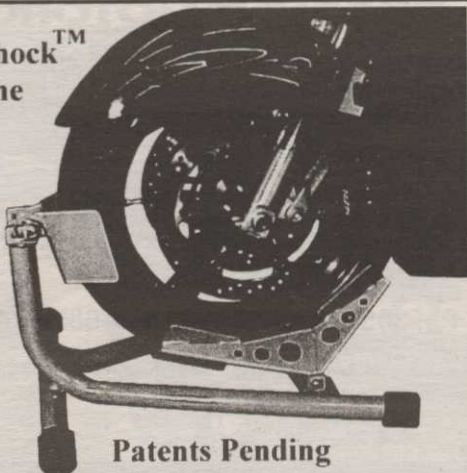
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AUGUST 25-26

## Martinez Dominates at Moroso

By Lisa Theobald

Marco Martinez ran a whopping eight races at Moroso Motorsports Park and won five, finishing second in the other three.

Martinez impressively led the Unlimited Grand Prix race from start to finish on his GSX-R750, turning lap times—in the mid-1:29s—that brought him close to the track record. When the green flag dropped, Martinez shot out in front and took a lead he never gave up. As the pack shuffled through turn two, Jim Pihokken's machine did not survive the tangle and he was knocked out of the race. Carlos Macias, Rick Narup and Andres Perez pursued Martinez down the back straight, and on the second lap, Macias pulled his Ducati 996 up beside Martinez on the back straight, but lost out when they hit the brakes. Martinez stepped up the pace and immediately pulled out 10 bikelengths, a lead he increased until the finish.

Gabriel Henning maneuvered his GSXR750 into third place, and then caught Macias down the front straight, showing him a wheel just before entering the chicane. But Henning couldn't get past and Martinez took the checkered flag with a huge lead over Macias, who finished just ahead of Henning, while Narup and Perez rounded out the top five.

Earlier in the day, Henning won the Heavyweight Supersport and Heavyweight Sportsman races, finished second in Heavyweight Superbike, fourth in GTO, and sixth in Supertwins.

But it was Martinez who was the weekend's biggest winner overall, taking home another four first-place trophies for the Unlimited Supersport, Middleweight Supersport, Middleweight Superbike, and Heavyweight Superbike races, and finishing second in GTO, GTU and Heavyweight Supersport. Martinez ran away from the pack in the Unlimited Supersport race after nailing an early lead, and also led from the first lap of the Middleweight Supersport race. In Middleweight Supersport, Shane Prieto came from behind to finish second.

### RESULTS

**UNLIMITED GP (SHOOTOUT):** 1. Marco Martinez (Suz GSX-R750); 2. Carlos Macias (Duc 996); 3. Gabriel Henning (Suz GSX-R750); 4. Rick Narup (Suz GSX-R1000); 5. Andres Perez (Duc 996); 6. Shane Prieto (Suz GSX-R750); 7. John-o Bowman (Suz GSX-R750); 8. Michael Hanley (Suz GSX-R750); 9. Damian Weber (Yam YZF-R6); 10. Jim Pihokken (Suz GSX-R750).

**UNLIMITED SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Jim Pihokken (Suz GSX-R750); 3. Robert Caraway (Suz GSX-R750); 4. Scott Ritchey (Suz GSX-R750); 5. Edward Lis (Suz GSX-R750); 6. Donald Pepin Jr. (Suz GSX-R1000).

**UNLIMITED SUPERSPORT AMATEUR:** 1. Jeremy Haiduk (Suz GSX-R750); 2. Travis Lee Pepin (Suz GSX-R750); 3. George Brady (Yam YZF-R6); 4. Ralph Fernandez (Suz GSX-R750); 5. Sven Desouza (Suz GSX-R750); 6. Amado Alvarez (Suz GSX-R750).

**HEAVYWEIGHT SUPERSPORT EXPERT:** 1. Gabriel Henning (Suz GSX-R750); 2. Marco Martinez (Suz GSX-R750); 3. Jim Pihokken (Suz GSX-R750); 4. Robert Caraway (Suz GSX-R750); 5. Edward Lis (Suz GSX-R750); 6. Bryce Lawmaster (Yam YZF-R6).

**HEAVYWEIGHT SUPERSPORT AMATEUR:** 1. Jeremy Haiduk (Suz GSX-R750); 2. Darren Luck (Suz GSX-R600); 3. Santiago Villa (Suz GSX-R600); 4. Travis Lee Pepin (Suz GSX-R750); 5. Ralph Fernandez (Suz GSX-R750); 6. David Moscoso (Suz GSX-R750).

**MIDDLEWEIGHT SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R600); 2. Shane Prieto (Suz GSX-R600); 3. Christopher Cummings (Yam YZF-R6); 4. John-o Bowman (Suz GSX-R600); 5. Carlos Macias (Duc 748); 6. Ronny Camilo (Yam YZF-R6).

**MIDDLEWEIGHT SUPERSPORT AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Steve Craft (Yam YZF-R6); 3. Santiago-Sierra Acosta (Yam YZF-R6); 4. Santiago Villa (Suz GSX-R600); 5. Andre Bibeau (Yam YZF-R6); 6. George Brady (Yam YZF-R6).

**LIGHTWEIGHT SUPERSPORT EXPERT:** 1. Keith Galias (Suz SV650); 2. Gerry Hasher (Suz SV650); 3. CJ Czaia (Suz SV650); 4. Dale Neil (Hon NT650).

**LIGHTWEIGHT SUPERSPORT AMATEUR:** 1. Darrell Ryals (Suz SV650); 2. Bruce Akioka (Suz SV650); 3. Robert Cole (Duc 750); 4. Jake Proesch (Suz 560).

**HEAVYWEIGHT SUPERBIKE EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Gabriel Henning (Suz GSX-R750); 3. Rick Narup (Suz GSX-R750); 4. Andres Perez (Duc 996); 5. Jim Pihokken (Suz GSX-R750); 6. Robert Caraway (Suz GSX-R750).

**HEAVYWEIGHT SUPERBIKE AMATEUR:** 1. Jeremy Haiduk (Suz GSX-R750); 2. Travis Lee Pepin (Suz GSX-R750); 3. Darren Luck (Suz GSX-R600); 4. Santiago-Sierra Acosta (Yam YZF-R6); 5. Ralph Fernandez (Suz GSX-R750); 6. German Vacca (Yam YZF-R6).

**MIDDLEWEIGHT SUPERBIKE EXPERT:** 1. Marco Martinez (Suz GSX-R600); 2. Damian Weber (Yam YZF-R6); 3. Thomas Pfner (Yam YZF-R6); 4. Christopher Cummings (Yam YZF-R6); 5. Ronny Camilo (Yam YZF-R6); 6. Chad Simons (Suz GSX-R600).

**MIDDLEWEIGHT SUPERBIKE AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Santiago-Sierra Acosta (Yam YZF-R6); 3. David Verdecchia (Yam YZF-R6); 4. Andre Bibeau (Yam YZF-R6); 5. Steve Craft (Yam YZF-R6); 6. George

Brady (Yam YZF-R6).

**LIGHTWEIGHT SUPERBIKE EXPERT:** 1. Keith Galias (Suz SV650); 2. Dwight Lewis (Hon NT650); 3. Tim Hall (Suz SV650); 4. Gerry Hasher (Suz SV650); 5. Francisco Gomez (Suz SV650); 6. CJ Czaia (Suz SV650).

**LIGHTWEIGHT SUPERBIKE AMATEUR:** 1. Darrell Ryals (Suz SV650); 2. Dennis Bonneau (Suz SV650); 3. Andrew Abel (Hon 647); 4. Robert Cole (Duc 750); 5. Gino Angella (Apr RS250); 6. Jason Brandt (Suz SV650).

**MIDDLEWEIGHT GP EXPERT:** 1. Damian Weber (Yam YZF-R6); 2. Thomas Pfner (Yam YZF-R6); 3. Chad Simons (Suz GSX-R600); 4. Christopher Cummings (Yam YZF-R6); 5. Bryce Lawmaster (Yam YZF-R6); 6. Ronny Camilo (Yam YZF-R6).

**MIDDLEWEIGHT GP AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Santiago-Sierra Acosta (Yam YZF-R6); 3. Andre Bibeau (Yam YZF-R6); 4. Steve Craft (Yam YZF-R6); 5. David Verdecchia (Yam YZF-R6); 6. Chris Hunt (Yam YZF-R6).

**LIGHTWEIGHT GP EXPERT:** 1. Chris Wallington (Yam TZ250); 2. Tim Hall (Suz SV650); 3. Douglas Gregory (Yam TZ250); 4. Francisco Gomez (Suz SV650); 5. Deborah Venega (Buc 1200); 6. Justin Long (Yam TZ250).

**LIGHTWEIGHT GP AMATEUR:** 1. Ralf Hellstrom (Hon RS250); 2. Tony Martin (Buell 1200); 3. Dennis Bonneau (Suz SV650); 4. Bruce Akioka (Suz SV650); 5. Andrew Abel (Hon 647); 6. Robert Seymour (Yam TZ250).

**GP SINGLES:** 1. Shane Ernst (Hon RS125); 2. Mike Hidalgo (Hon RS125); 3. Barrett Long (Yam TZ125); 4. Manuel Alonso (Hon RS125); 5. Manuel Zambrana (Hon RS125).

**FORMULA 40 EXPERT:** 1. Edward Lis (Suz GSX-R750); 2. John Long (Suz GSX-R750); 3. Francisco Gomez (Yam YZF-R6); 4. Javier Picon (Suz GSX-R750); 5. Pedro Gianello (Hon CBR600F4); 6. CJ Czaia (Suz SV650).

**FORMULA 40 AMATEUR:** 1. Donald Pepin, Sr. (Hon CBR600F4); 2. Joe Piana (Yam YZF-R6); 3. Stephen Maher (Yam YZF-R6); 4. Juan-Carlos Diaz (Yam YZF-R6); 5. Robert Enriquez (Suz GSX-R600); 6. Robert Seymour (Yam TZ250).

**HEAVYWEIGHT SPORTSMAN:** 1. Gabriel Henning (Buell 1200); 2. John Costa (Buell 1200); 3. John Long (Duc 900); 4. Tim Hall (Suz SV650); 5. Tony Martin (Buell 1200); 6. Robert Kesler (Suz SV650).

**MIDDLEWEIGHT SPORTSMAN:** 1. Dwight Lewis (Hon NT650); 2. Steve Pennington (H-D 1200); 3. Luis Garcia (Duc 750); 4. Charles Easterling (Yam 350); 5. Robert Cole (Duc 750); 6. E Cary Pigman (Lav 668).

**LIGHTWEIGHT SPORTSMAN:** 1. Pierre Lacasse (Spo 660); 2. Charles Easterling (Yam 350); 3. Chuck Quenzler, III (Yam 400); 4. Arthur Radford (MuZ 660); 5. Thomas Smith (Lav 668); 6. Marc Fortune (Duc 650).

**SUPERTWINS EXPERT:** 1. Andres Perez (Duc 996); 2. Carlos Macias (Duc 996); 3. John Dierickx (Duc 996); 4. Douglas Gross (Duc 996); 5. John Costa (Duc 748); 6. Gabriel Henning (Buell 1200).

**SUPERTWINS AMATEUR:** 1. Gabrael Palmer (Duc 996); 2. John Riggins (Hon 1000); 3. Tony Martin (Buell 1200); 4. Butch Verdecchia (Duc 900); 5. Thomas Smith (Lav 668); 6. Robert Cole (Duc 750).

**SUPERSINGLES:** 1. Pierre Lacasse (Spo 660); 2. Arthur Radford (MuZ 660); 3. Richard Herrington (Hon 650); 4. Bill Annetts (MuZ 720).

**HEAVYWEIGHT VINTAGE:** 1. Chuck Quenzler, III (Yam 400); 2. Richard Herrington (Hon 498); 3. Scott Turner (Hon 350).

**LIGHTWEIGHT VINTAGE:** 1. Richard Herrington (Hon 498); 2. Jason Bessey (Hon 350); 3. Scott Turner (Hon 350); 4. Sakis Vasilopoulos (Hon 350); 5. Thomas Kerr, Sr. (Duc 250).

**GTO EXPERT:** 1. Rick Narup (Suz GSX-R1000); 2. Marco Martinez (Suz GSX-R750); 3. Jim Pihokken (Suz GSX-R750); 4. Gabriel Henning (Suz GSX-R750); 5. Andres Perez (Duc 996); 6. Carlos Macias (Duc 996).

**GTO AMATEUR:** 1. Jeremy Haiduk (Suz GSX-R750); 2. Santiago Villa (Suz GSX-R600); 3. David Verdecchia (Yam YZF-R6); 4. Santiago-Sierra Acosta (Yam YZF-R6); 5. Eric Konuk (Suz GSX-R750); 6. Lonnie Lieb (Suz GSX-R600).

**GTU EXPERT:** 1. Shane Prieto (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. Damian Weber (Yam YZF-R6); 4. John-o Bowman (Suz GSX-R600); 5. Thomas Pfner (Yam YZF-R6); 6. Pedro Valiente (Yam YZF-R6).

**GTU AMATEUR:** 1. Steve Craft (Yam YZF-R6); 2. Santiago Villa (Suz GSX-R600); 3. George Brady (Yam YZF-R6); 4. Andre Bibeau (Yam YZF-R6); 5. Santiago-Sierra Acosta (Yam YZF-R6); 6. Chris Hunt (Yam YZF-R6).

**GT LIGHTS EXPERT:** 1. Keith Galias (Suz SV650); 2. Dwight Lewis (Hon NT650); 3. Tim Hall (Suz SV650); 4. Francisco Gomez (Suz SV650); 5. Charles Easterling (Yam 350); 6. Shane Ernst (Hon RS125).

**GT LIGHTS AMATEUR:** 1. Steve Pennington (H-D 1200); 2. Andrew Abel (Hon NT647); 3. Dennis Bonneau (Suz SV650); 4. Luis Garcia (Duc 750); 5. Bruce Akioka (Suz SV650); 6. Robert Cole (Duc 750).

CCS AT FAULKVILLE, GEORGIA,  
SEPTEMBER 1-2

## Martinez and Bowman Win At Roebbling Road

By Lisa Theobald

Marco Martinez made the podium in all nine of the races he entered in CCS Florida action at Roebbling Road Raceway on the Labor Day weekend, winning five races with three seconds and one third. Martinez not only won more races than any of his competitors, but also won the hotly contested Unlimited Grand Prix.

Kris Clubb nailed the holeshot in the \$1000 Unlimited Grand Prix race on his ZX-9R and led Byron Barbour, Jeremy Barker and Martinez through lap one. By the third lap, Martinez was in the lead, and pulling away from Barbour while John-o Bowman picked his way from mid-pack up to fifth place. By the time the white flag



came out, Martinez had 30 bikelengths over Barbour, followed by Clubb, Barker and Bowman. Barbour won an even tighter battle in Midleweight Supersport. This time Martinez nabbed the holeshot and led the first half of the race before a three-way battle for the lead developed involving Martinez, Christopher Cummings and Barbour. At the halfway mark, Barbour slid underneath Cummings in turn four to take over second place. But in the next few laps, Cummings led, Barbour led, and then Martinez led. Martinez had the advantage on the final lap, but Barbour was right there, and in a mad dash for the finish line, Barbour made an inside pass, but ran wide through the exit of turn four. Martinez dove underneath Barbour as they headed for turn five, while, behind them, Ken Stafford passed Cummings for third. In the final run down the front straight, Barbour pulled alongside Martinez, then ahead of him—by less than a wheel—to cross the finish line with a six-inch advantage. Stafford was third, Cummings fourth.

Barbour also finished second in the GTO and Heavyweight Supersport races. Martinez also won the GTO, Heavyweight Supersport, Heavyweight Superbike and Unlimited Supersport events. He finished second in GTU, Middleweight Superbike, and Middleweight Supersport, and third in Middleweight Grand Prix.

Due to red-flag delays, Saturday's GTO and Heavyweight/Lightweight Sportsman races were rescheduled for Sunday. When the GTO race was restarted on Sunday, Martinez was out front early, but yet another red flag brought the race competition to an early finish, with the top five declared to be Martinez, Barbour, Clubb, Bowman and Rick Narup.

Martinez and Barbour also battled in the Heavyweight Supersport race, Martinez leading the first half of the race, then getting passed by Barbour. The two swapped positions again a couple of times before the white flag came out, but in the end, it was Martinez who crossed the finish line first. Barbour finished second followed by Jeffrey Belue, Jim Pihokken and Bowman close behind.

Martinez led the Heavyweight Superbike race from start to finish, nailing an early lead and increasing the pace with each completed lap. Martinez also led all eight laps of the Unlimited Supersport race with Clubb holding down a solid second.

John-o Bowman entered seven races and won three, completing the weekend as the second most prolific winner and placing in the top six in his other four events. Bowman paired up with Brian Gibbs and won the 200 Mile Team Challenge, overall and in the GTO class. Bowman also won the GTU and Middleweight Superbike races, finished fourth in GTO, fifth in Heavyweight Supersport and Unlimited Grand Prix, and sixth in Middleweight Supersport.

Brian Gibbs was on board the Space Cowboy Team's GSX-R750 for the first leg of the 200-Mile Team Challenge, and just checked out. By lap two, he was all by himself, and by lap four, he was lapping some of the other teams. Bowman took over about halfway through the race and maintained the team's tremendous lead.

## RESULTS

**UNLIMITED GP:** 1. Marco Martinez (Suz GSX-R750); 2. Byron Barbour (Suz GSX-R750); 3. Kris Clubb (Kaw ZX-9R); 4. Jeremy Barker (Suz GSX-R750); 5. John-o Bowman (Suz GSX-R750); 6. Stephen Wallace (Suz GSX-R750); 7. Ken Stafford (Yam YZF-R6); 8. Rick Narup (Suz GSX-R1000); 9. Chuck Juhasz (Suz GSX-R750); 10. Jeffrey Belue (Suz GSX-R750).

**UNLIMITED SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Kris Clubb (Kaw ZX-9R); 3. Jeffrey Belue (Suz GSX-R750); 4. Jeremy Barker (Suz GSX-R750); 5. Scott Ritchey (Suz GSX-R750); 6. Stephen Wallace (Suz GSX-R750).

**UNLIMITED SUPERSPORT AMATEUR:** 1. Stephen Pangle (Suz GSX-R750); 2. Daniel Seiler (Yam YZF-R1); 3. Travis Pepin (Suz GSX-R1); 4. Mark Green (Yam YZF-R6); 5. Jeffrey Bankston (Suz GSX-R750); 6. Steven Thompson (Hon CBR900RR).

**HEAVYWEIGHT SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Byron Barbour (Suz GSX-R750); 3. Jeffrey Belue (Suz GSX-R750); 4. Jim Pihokken (Suz GSX-R750); 5. John-o Bowman (Suz GSX-R750); 6. Jeremy Barker (Suz GSX-R750).

**HEAVYWEIGHT SUPERSPORT AMATEUR:** 1. Jeremy Haiduk (Suz GSX-R750); 2. Darren Luck (Suz GSX-R600); 3. Stephen Pangle (Suz GSX-R750); 4. Christopher Beck (Suz GSX-R600); 5. Geoffrey Allen (Suz GSX-R750); 6. Sean Morris (Yam YZF-R6).

**MIDDLEWEIGHT SUPERSPORT EXPERT:** 1. Byron Barbour (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. Ken Stafford (Yam YZF-R6); 4. Christopher Cummings (Yam YZF-R6); 5. Thomas Pfuner (Suz GSX-R600); 6. John-o Bowman (Suz GSX-R600).

**MIDDLEWEIGHT SUPERSPORT AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Jorge Arana (Yam YZF-R6); 3. Sean Morris (Yam YZF-R6); 4. Mark Green (Yam YZF-R6); 5. Christopher Beck (Suz GSX-R600); 6. Santiago Sierra (Yam YZF-R6).

**LIGHTWEIGHT SUPERSPORT EXPERT:** 1. John Linder (Suz SV650); 2. Ron Perry (Suz SV650); 3. Keith Galias (Suz SV650); 4. Gerry Hasher (Suz SV650); 5. Scott Nelson (Suz SV650); 6. Jeffrey McKinney (Duc 750).

**LIGHTWEIGHT SUPERSPORT AMATEUR:** 1. Wayne Gaylord (Suz SV650); 2. Nicole Hoffman (Apr RS250); 3. Luis

Garcia (Duc 750); 4. Randy Nusbaum (H-D 1200); 5. Andras Mak (Apr RS250); 6. David Thomason (Suz SV650).

**HEAVYWEIGHT SUPERBIKE EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Jeffrey Belue (Suz GSX-R750); 3. Jeremy Barker (Suz GSX-R750); 4. Jim Pihokken (Suz GSX-R750); 5. Chuck Juhasz (Suz GSX-R750); 6. Stephen Wallace (Suz GSX-R750).

**HEAVYWEIGHT SUPERBIKE AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Jeremy Haiduk (Suz GSX-R750); 3. Stephen Pangle (Suz GSX-R750); 4. Geoffrey Allen (Suz GSX-R750); 5. Mark Green (Yam YZF-R6); 6. Jeffrey Bankston (Suz GSX-R750).

**MIDDLEWEIGHT SUPERBIKE EXPERT:** 1. John-o Bowman (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. Christopher Cummings (Yam YZF-R6); 4. Ken Stafford (Yam YZF-R6); 5. Ronny Camilo (Yam YZF-R6); 6. Jeff Binford (Yam YZF-R6).

**MIDDLEWEIGHT SUPERBIKE AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Christopher Beck (Suz GSX-R600); 3. Jeremy Haiduk (Yam YZF-R6); 4. Santiago Sierra (Yam YZF-R6); 5. Andre Bibeau (Yam YZF-R6); 6. Mark Green (Yam YZF-R6).

**LIGHTWEIGHT SUPERBIKE EXPERT:** 1. Donald Unger (Duc 750); 2. Ron Perry (Suz SV650); 3. Bernie Hunt (Suz SV650); 4. Keith Galias (Suz SV650); 5. John Linder (Suz SV650); 6. Gerry Hasher (Suz SV650).

**LIGHTWEIGHT SUPERBIKE AMATEUR:** 1. Wayne Gaylord (Suz SV650); 2. Nicole Hoffman (Apr RS250); 3. Randy Nusbaum (H-D 1200); 4. Andras Mak (Apr RS250); 5. Luis Garcia (Duc 750); 6. Robert Glittone (Yam YZF-R6).

**MIDDLEWEIGHT GP EXPERT:** 1. Ken Stafford (Yam YZF-R6); 2. Christopher Cummings (Yam YZF-R6); 3. Marco Martinez (Suz GSX-R600); 4. Pedro Valiente (Yam YZF-R6); 5. Jeff Binford (Yam YZF-R6); 6. Thomas Pfuner (Suz GSX-R600).

**MIDDLEWEIGHT GP AMATEUR:** 1. Christopher Beck (Suz GSX-R600); 2. Santiago Sierra (Yam YZF-R6); 3. Steve Craft (Yam YZF-R6); 4. Scott Cunningham (Suz GSX-R600); 5. Andre Bibeau (Yam YZF-R6); 6. Aron Jenkins (Hon CBR600F4).

**LIGHTWEIGHT GP EXPERT:** 1. Adam Schmitt (Hon RS250); 2. Tim Hall (Suz SV650); 3. Francisco Gomez (Suz SV650); 4. Steve Keener (Suz SV650); 5. Jeffrey McKinney (Duc 996); 6. Richard Marencin (Hon RS250).

**LIGHTWEIGHT GP AMATEUR:** 1. Danny Tackett (Buell 1200); 2. Ralf Hellstrom (Hon RS250); 3. Andras Mak (Apr RS250); 4. Robert Glittone (Yam YZF-R6); 5. Wayne Gaylord (Suz SV650); 6. Jason Zike (Suz 500).

**GP SINGLES:** 1. Mark Johnson (Hon RS125); 2. Samantha Cotter (Hon RS125); 3. Adam Schmitt (Hon RS250); 4. Joanne Sawyer (Hon RS125); 5. Richard Marencin (Hon RS125); 6. Barrett Long (Yam RS125).

**SUPERSINGLES:** 1. Pierre Lacasse (Spu 660); 2. Russ McAllister (MuZ 660); 3. Jeffrey McKinney (MuZ 660).

**MIDDLEWEIGHT SPORTSMAN:** 1. Donald Unger (Duc 750); 2. Allen Lyon Jr. (Apr RS250); 3. Jeffrey McKinney (Duc 750); 4. Randy Nusbaum (H-D 1200); 5. Nicole Hoffman (Apr RS250); 6. Andras Mak (Apr RS250).

**HEAVYWEIGHT SPORTSMAN:** 1. Donald Unger (Duc 944); 2. Bernie Hunt (Suz SV650); 3. Ron Perry (Suz SV650); 4. John Linder (Suz SV650); 5. John Long (Duc 900); 6. Jeffrey McKinney (Duc 750).

**LIGHTWEIGHT SPORTSMAN:** 1. Charles Easterling (Yam 350); 2. Trey Godwin (Kaw EX500); 3. Robert Lee (Kaw EX500); 4. Thomas Smith (Lav 668); 5. Pierre Lacasse (Spu 660); 6. E. Cary Pigman (Lav 668).

**SUPERTWINS EXPERT:** 1. Charles Walker (Duc 996); 2. Stephen Harris (Suz TL1000); 3. Bobb Seitz (Duc 748); 4. Donald Unger (Duc 944); 5. Kevin Norris (Hon 1000); 6. Richard Hood (Apr RSV1000).

**SUPERTWINS AMATEUR:** 1. Bradley Miller (Duc 996); 2. Michael Kraker (Suz TL1000); 3. Frederick Wentworth (Duc 748); 4. Christian Smith (Apr RSV1000); 5. Steve Terbruggen (Duc 996); 6. Tim Morris (Hon 1000).

**FORMULA 40 EXPERT:** 1. Gene Hall (Suz GSX-R750); 2. Richard Croly Jr. (Suz GSX-R750); 3. Walter Hotz (Suz GSX-R750); 4. Edward Lis (Suz GSX-R750); 5. Jeffrey McKinney (Duc 996); 6. Skip Wilson (Kaw GSX-R600).

**FORMULA 40 AMATEUR:** 1. Jeffrey Hoffman (Suz GSX-R750); 2. Michael Krakar (Suz 996); 3. Tim Morris (Hon 1000); 4. George Rutherford (Kaw ZX-6R); 5. Donald Pepin Sr. (Hon CBR600F4); 6. Andras Mak (Apr RS250).

**GTO EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Byron Barbour (Suz GSX-R750); 3. Kris Clubb (Kaw ZX-R9); 4. John-o Bowman (Suz GSX-R750); 5. Rick Narup (Suz GSX-R1000); 6. Scott Ritchey (Suz GSX-R750).

**GTO AMATEUR:** 1. Sean Morris (Yam YZF-R6); 2. Stephen Pangle (Suz GSX-R750); 3. Jeremy Haiduk (Suz GSX-R750); 4. Darren Luck (Suz GSX-R750); 5. Geoffrey Allen (Suz GSX-R750); 6. Travis Pepin (Suz GSX-R1000).

**GTU EXPERT:** 1. John-o Bowman (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R6); 3. Ronny Camilo (Yam YZF-R6); 4. Ken Stafford (Yam YZF-R6); 5. Jeff Binford (Yam YZF-R6); 6. Chris McGrath (Suz GSX-R600).

**GTU AMATEUR:** 1. Sean Morris (Yam YZF-R6); 2. Jorge Arana (Yam YZF-R6); 3. Christopher Beck (Suz GSX-R600); 4. Scott Cunningham (Suz GSX-R600); 5. Santiago Sierra (Yam YZF-R6); 6. Andre Bibeau (Yam YZF-R6).

**GT LIGHTS EXPERT:** 1. Bernie Hunt (Suz SV650); 2. John Linder (Suz SV650); 3. Ron Perry (Suz SV650); 4. Keith Galias (Suz SV650); 5. Richard Herrington (Suz SV650); 6. Jeffrey McKinney (Duc 750).

**GT LIGHTS AMATEUR:** 1. Steve Genter (Hon RS125); 2. Wayne Gaylord (Suz SV650); 3. Nicole Hoffman (Apr RS250); 4. Andras Mak (Apr RS250); 5. David Thomason (Suz SV650); 6. Robert Glittone (Yam YZF-R6).

**200 MILE TEAM CHALLENGE GTO:** 1. Space Cowboy (John-o Bowman/Brian Gibbs), Suz GSX-R750; 2. Legal Racing (David Gouin/Stephen Wallace), Yam YZF-R600; 3. GIH Motorsports (Brian Baire/Joe Hernandez), Yam YZF-R1; 4. MBS Racing 2 (Jeff McKinney/Tony Woody), Suz GSX-R750; 5. TNT Racing (Steve Terbruggen/Bill Weber), Duc 996; 6. Imotorsports.com (Sterling Strauser/Pete Friedman/Brandon Bashore), Apr RSV1000.

**200 MILE TEAM CHALLENGE GTU:** 1. Fastline Racing (Ken Stafford/Ryan Banks), Yam YZF-R6; 2. I&E Innovative Homes (Thomas Pfuner/Christopher Cummings/Ronny Camilo), Suz GSX-R600; 3. JTS Racing (Trey Yonce/John Chartrand Jr./Shane Britt), Yam YZF-R6; 4. 1-888-Fastlap.com (Donald Watts/Wayne Watts), Suz GSX-R600; 5. CLT Riders (Allen Lyon/Andras Mak), Apr RS250; 6. Back Roads Racing (Bruce Brown/Jim Staggs), MuZ 600.

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## FIRST PERSON/OPINION:

**young  
gun**

By **Nicky Hayden**

I was really looking forward to Pikes Peak considering how well the last two races had gone, and I went out early to do some media and promotion stuff for the race. Going into Pikes Peak, we already had a set-up from last year because my speed in the race was really good, but I burned up my tire. This year we have some new things working on the bike as well. So we set up one bike kind of like last year's, one bike like this year's, and went at it.

Things were going pretty good from the first practice. I felt good and the bike was working well, too, especially over the bump in turn one. Everybody was talking about how difficult it was to get over that bump, but my bike and my line through there seemed to be working really good.

Mark, my suspension guy, had the bike working great with these new forks from Showa. Mark has really come a long way from the beginning of the year. He's learning about me and my style. He understands me a lot more and knows what I want now plus he's a pretty cool guy. The last few races, I've been taking advantage of our data guy Darin Marshall. He's helped me out quite a bit this year and is definitely a big asset to our team. Darin works together well with Merlyn (Plumlee), Jefferson (Burke), Dan (Fahie) and Mark to give me the best chance of winning possible.

Saturday's qualifying was really cool! I've never had a pole in Superbike, and it's something that I've been shooting at for a while now. It was neat the way it went down. Mat (Mladin) and I were going back-and-forth with the fastest times. Toward the end of the session, I went out on a qualifier and put in a good lap, but I didn't know if it would be good enough. Then Mat went out and went faster. I had this qualifier that I had been saving all year from somewhere it had rained. I got ready to go back out and, I mean, there were only a couple of minutes left in the session. I was able to just get out there in time, and my last lap was good enough to take pole. It was cool to knock Mat off the pole. I mean, he's so good at qualifying. Just the way it all happened and for it to be my first Superbike pole. My team and I were all pretty excited about it.

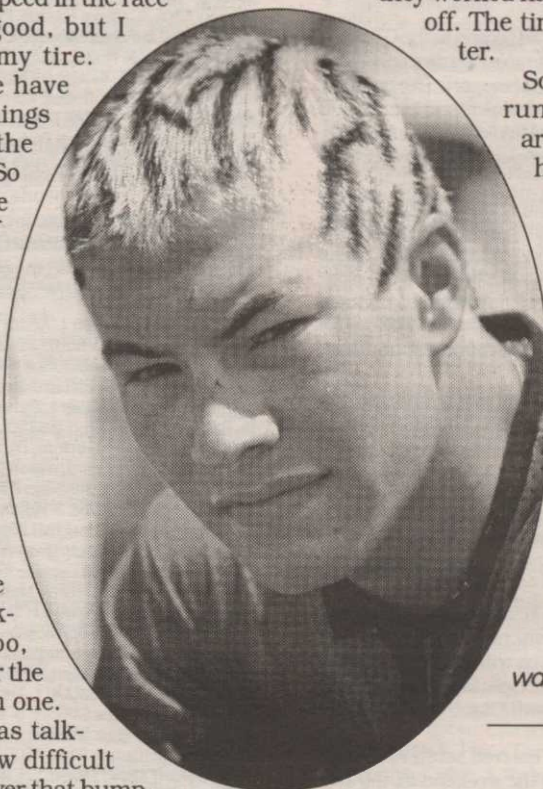
The race went pretty good, too. I got a good start and got into second place. I was following Mat for a while. We were

setting a pretty good pace, and I was comfortable. But 48 laps around that place is a long time. So I just kind of sat behind Mat and saved my tires as much as possible because I knew from last year that it would be important.

I've gotta give it up to Dunlop. I mean, the tire we had this year was so much better than the tire we had last year. I'm not sure what the difference in the race time from this year to last year was, but it had to be a lot faster. This new tire not only lasted longer, the thing had a lot more grip. I know they worked hard, and it really paid off. The tire was so much better.

So Mat and I were just running around and around. I could tell that his bike was struggling for grip. Then Eric pulled up on the back of us. So I went ahead and tried to get around

*"After the race, I dedicated the win to Will Davis. To be honest with you, Will's death really shook me up. He was a great racer, a great person, and I'm happy to say that he was my friend." Photo by Brian J. Nelson.*



Mat, made a pass that stuck, pulled out about a one-second gap, and for about the next 30 laps that's exactly where it stayed. Some laps Eric would inch up on me, and I'd push hard, burn the tire up some, and pull out a couple of tenths. I have to say that traffic was really good to me in the race. I've gotta be thankful for that because it really helped me out. I caught some breaks and some other guys pulled out of the way. With about four or five laps to go, Eric made a big run at me and cut my lead to 0.6-second, but that's about as close as he got.

It feels so good to be winning races. Like I said before, I think I may have taken some of those wins for granted, but now the way the year started out, I'm trying to enjoy them more. It's awesome to be winning races. I owe a lot to my team. They have been working so hard, and the bike is working so much better than it was at the beginning of the year. The whole team just deserves to win. Also it was real good to see Doug (Chandler) back up on the box.

After the race, I dedicated the win to Will Davis. It was a huge shock for me to find out that Will had been killed. We had been teammates racing dirt track, but it was more than that. Will was one of those guys that was not only a great racer...I mean, it goes so much farther than that. That guy was such a good person. To be honest with you, Will's death really shook me up. My big sister found out and called my mom Saturday night. I found out right before I went to bed. I didn't really sleep too good that night. So it was good to be able to win one for Will. He was a great racer, a great person, and I'm happy



to say that he was my friend.

After Pike's Peak, I went and rode in a few dirt tracks. None of them went too good. I got a third in a short track National in Springfield, Illinois. I did some testing out at Willow Springs. Everything felt really good out there. I was a little bummed out about not getting to race, but no way could we have raced with all of the horrible tragedies that happened.

The week after we were scheduled to have the race at Willow, I went to Las Vegas for about a week to do the Honda dealer show. I had a buddy of mine go out there with me, who had never been to Vegas or anything like that. So that was pretty cool. It was his first time flying, too. So he was pretty nervous about flying, but then again so was I after everything that had happened. We just went and rode roller coasters, ate on top of the Rio hotel, and the stuff I did for Honda. Vegas is definitely neat, and we had a good time.

Honda does a real good job with the show. They built a motocross track inside the MGM hotel, the same place that they have the U.S. Open Supercross. They built a little track, and Kurtis (Roberts) and I got to ride a couple of CR250s around as part of the show. I wish we could have ridden more, but we only got to do a couple of laps in rehearsal and a couple of more in the show. It was fun, though.

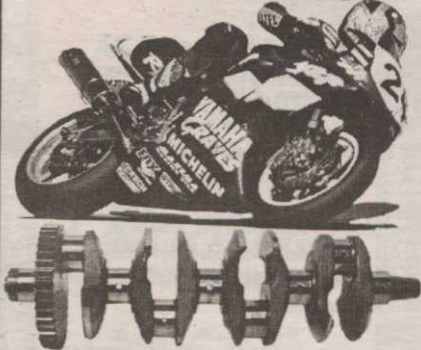
Now I'm looking forward to Virginia. It should be an interesting race. I'm looking to do well because it's always so much better to finish off the year with a good result. It makes the winter a lot better than if you end on a bad note. We'll see. We've tested there a bunch. It's a tough track, but it's good. Some people thought it was a little tight and all, but I enjoy it. It's really smooth. Most of our tracks around here now are bumpy and have patches in the pavement. Virginia has a few bumps, but for the most part, it's completely smooth. So it's kind of neat to be able to get on a track like that.

It should be fun. We get to do a pit stop and stuff. It's gonna be interesting to see how they do it. It's not like Daytona as far as pulling on and off the track. It's gonna be a lot tougher with VIR's pit road. At Daytona, no one is allowed to go across pit road, but here people have to go across pit road to signal. Coming off the track won't be too bad, but getting back on, you pull out right down in turn one. Hopefully, everyone will be safe. They're gonna have a speed limit on pit road. I forget how fast it is, but it's gonna be tough. We don't have a speedometer or anything like the cars; just set the rev-limiter down, put it in second gear and hold it wide open. So I don't know how it's all going to work out.

It's going to be nice to get back to racing after all that's happened. Some of us kids these days, including me, almost took some of the benefits of being Americans for granted. We just grew up living free and never knew anything different. But after this deal, it kind of makes you realize how good we really do have it. I mean, it's just amazing to see all of the people volunteer and all of the fund raisers and flags on people's cars and stuff. It's gotta make you feel good about your country to see how everybody has pulled together. I just hope people are able to take some time and come enjoy the races.

RW

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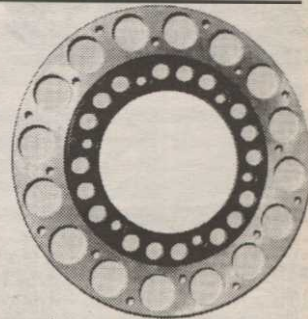
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### WERA National Challenge Series

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FAX (770) 720-5015, www.wera.com

### CCS California Region

11/10-11 Buttonwillow Raceway, Buttonwillow, CA  
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\*Double Points, (TC) 200-Mile Team Challenge  
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### WSMC Series

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12/15-16 Willow Springs Int'l Raceway, Rosamond, CA  
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### Pahrump Track Days

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10/28 500cc GP Phillip Island, Australia 9:00p.m. (SDD)

10/28 250cc GP Phillip Island, Australia 10:00p.m. (SDD)  
11/4 500cc GP Sepang, Malaysia 9:00p.m. (SDD)  
11/4 250cc GP Sepang, Malaysia 10:00p.m. (SDD)  
11/30 World Superbike Venues, Year in Racing 8:00p.m. (TD)  
12/4 AMA Superbike Venues, Year in Racing 8:00p.m. (TD)  
12/11 500cc GP Venues, Year in Racing 8:00p.m. (TD)  
(SDD) = Same Day Delayed; (TD) = Tape Delayed.  
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4/5-7 Suzuka, Japan  
4/19-21 Welkom, South Africa  
5/3-5 Jerez, Spain  
5/17-19 Le Mans, France  
5/31-6/2 Mugello, Italy  
6/14-16 Catalunya, Spain  
6/27-29 Assen, Holland  
7/5-7 Donington Park, England  
7/19-21 Sachsenring, Germany  
8/23-25 Brno, Czech Republic  
9/6-8 Estoril, Portugal  
9/20-22 Valencia, Spain  
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10/11-13 Sepang, Malaysia  
10/18-20 Phillip Island, Australia  
10/31-11/2 Rio, Brazil  
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### FIM Superbike World Championship Series

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3/22-24 Phillip Island, Australia  
4/5-7 Kyalami, South Africa  
4/19-21 Sugo, Japan  
5/10-12 Monza, Italy  
5/24-26 Silverstone, England  
6/7-9 Lausitzring, Germany  
6/28-30 Misano, San Marino  
7/12-14 Laguna Seca, Monterey, California, USA  
7/26-28 Brands Hatch, England  
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staff were kept awake by all-night partying going on just outside the paddock complex in Oschersleben. The loud music—and by loud read 'ground-shaking maximum-volume German thrash rock'—seemed to go on all Thursday night at private parties being held in marquees erected just outside the paddock perimeter. Complaints to Superbike officials and to Motopark Oschersleben track officials had little effect, as the music was just as loud, and went on just as long, on both Friday and Saturday night. After his win in Sunday's Superbike race at Oschersleben Ruben Xaus remarked, "I didn't think I would be able to stay awake on the bike today, all the loud parties have been keeping me awake at night."

The music was punctuated with the noise of big-bore four-cylinder motorcycle engines running full chat. German race fans seem to have a fascination with holding a stationary bike wide open on the rev-limiter late at night, as anyone who's camped at the Isle of Man TT will confirm. They'll also join the sufferers at Oschersleben in wishing engines weren't quite so durable nowadays.

#### Only One Aprilia In 2002?

Sources at Aprilia indicate that the company will still field the same RSV1000 V-Twin in 2002, or at least the latest version of it. But indications are that Aprilia will only run one official factory bike, in order to concentrate more effort on the company's own GP1 project. There's been no announcement on who the single rider might be, although Eric Bostrom and Noriyuki Haga have been mentioned as possible riders. There's talk that the Aprilia men may do what Ducati officials have done so successfully in recent years, leasing bikes to private teams—if they can find any team that can afford the lease payments, that is.

#### Castrol Honda, Or Not

News from England that Castrol is scaling down the company's association with World Superbike hasn't been officially confirmed. But the rumor mill is alive with stories that Honda has lost the Castrol backing, and that the Louth, England-based team may have to paint something else on the fairings next season. The talk is also of the official team no longer running the factory Honda Supersport effort. The Dutch-based company Ten Kate Racing, which already supplies Castrol Honda in Britain with race engines, has been asked by Honda factory officials to supply and 'oversee' the satellite teams in Supersport next season, with the Ten Kate Honda team becoming the main factory Supersport outfit. The result at Oschersleben, with a Ten Kate Honda in first and second in the Supersport race, came in the middle of delicate contract negotiations between Ten Kate and Honda, strengthening the team's claim to be the strongest Honda Supersport team in the paddock. **RW**

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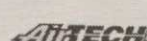


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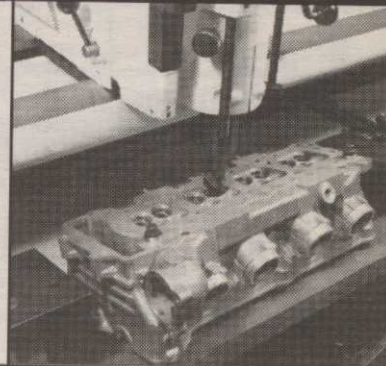
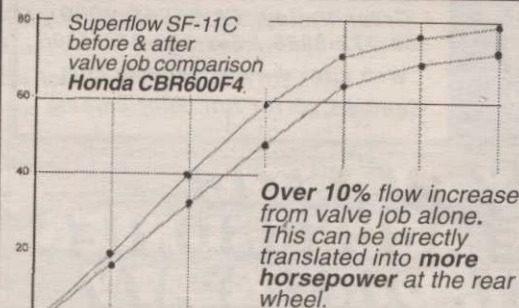
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## F-USA Portland

continued from page 73

ing School, Bitwrench Incorporated, Dunlop, Vanson, Air-Tech, Maxima, Arai, Gaerne, EBC, Zero Gravity, Penske, Power Mist, and Swedish Steel. **RW**

### RESULTS

**LOCKHART PHILLIPS UNLIMITED SUPERBIKE RACE ONE (September 9):** 1. Michael Barnes (Suz GSX-R750); 2. Brian Parriott (Suz GSX-R750); 3. Shawn Higbee (Suz GSX-R750); 4. Michael Himmelsbach (Apr RSV1000R); 5. Grant Lopez (Suz GSX-R750); 6. Tray Batey (Apr RSV1000R); 7. Alan Schmidt (Suz GSX-R750); 8. Ty Howard (Kaw ZX-9R); 9. Eric Wood (Suz GSX-R750); 10. Ken Chase (Suz GSX-R750); 11. Mike Sullivan (Yam YZF-R1); 12. Nathan Hester (Suz GSX-R750); 13. John Dugan (Suz GSX-R1000); 14. Jacob Holden (Suz GSX-R750); 15. Greg Leffler (Suz GSX-R750); 16. Marc Palazzo (Hon CBR929RR); 17. Aaron Clark (Apr RSV1000R); 18. Roland Williams (Suz GSX-R750); 19. Jeff Wood (Kaw ZX-9R); 20. Dan Wilson (Suz GSX-R750); 21. Tim Hudnall (Suz GSX-R750), 17 laps; 22. Chris Ancien (Suz 998), 15 laps; 23. Joshua Bryan (Suz GSX-R750), 14 laps; 24. Lee Acree (Suz GSX-R750), 10 laps, DNF, crash; 25. Briggs Willoughby (Hon 999), 9 laps; 26. Craig Connell (Duc 996), 7 laps, DNF, mechanical. Disqualified, Michael Cicotto (Suz GSX-R750), over horsepower limit. Race Distance, 18 laps, 34.56 miles; Race Time, 20 minutes, 37.842 seconds; Race Average Speed, 100.510 mph; Victory Margin, 0.306-seconds; Fastest Lap, Acree, 1:07.850, 101.872 mph, Lap 3.

**LOCKHART PHILLIPS UNLIMITED SUPERBIKE RACE TWO (September 9):** 1. Barnes; 2. Parriott; 3. Higbee; 4. Batey; 5. Lopez; 6. Acree; 7. Chase; 8. E. Wood; 9. Schmidt; 10. Leffler; 11. Sullivan; 12. Holden; 13. Palazzo; 14. Michael Fitzpatrick (Suz GSX-R750); 15. J. Wood; 16. Mark Ledesma (Apr RSV1000R); 17. Williams; 18. Wilson; 19. Ancien, 17 laps; 20. Willoughby, 17 laps; 21. Bryan, 11 laps, DNF; 22. Clark, 5 laps, DNF, crashed; 23. Himmelsbach, 3 laps, DNF, crashed; 24. Hester, 3 laps, Disqualified, Cicotto, over horsepower limit. Race Distance, 18 laps, 34.56 miles; Race Time, 20 minutes, 34.032 seconds; Race Average Speed, 100.821 mph; Victory Margin, 0.303-second; Fastest Lap, Parriott, 1:07.662, 102.155 mph, Lap 3.

**LOCKHART PHILLIPS UNLIMITED SUPERBIKE QUALIFYING:** 1. Acree, 1:07.755, 103.290 mph; 2. Barnes, 1:07.852; 3. Parriott, 1:07.863; 4. Higbee, 1:07.881; 5. Lopez, 1:08.288; 6. Connell, 1:08.348; 7. Howard, 1:08.457; 8. Schmidt, 1:08.465; 9. E. Wood, 1:08.567; 10. Chase, 1:08.825; 11. Batey, 1:08.908; 12. Himmelsbach, 1:09.141; 13. John Haner (Kaw ZX-9R), 1:09.533; 14. Dugan, 1:09.608; 15. Leffler, 1:09.681; 16. Fitzpatrick, 1:09.977; 17. Sullivan, 1:09.981; 18. Bryan, 1:09.997; 19. Palazzo, 1:10.200; 20. Clark, 1:10.450; 21. Ledesma, 1:10.736; 22. Hester, 1:10.778; 23. Wilson, 1:10.935; 24. Ancien, 1:11.402; 25. Holden, 1:11.528; 26. Willoughby, 1:12.984; 27. Hudnall, 1:16.784; 28. Williams, 1:24.245. Disqualified, Cicotto, over horsepower limit, 1:07.835.

**LOCKHART PHILLIPS UNLIMITED SUPERBIKE POINT STANDINGS (After 9 of 11 races):** 1. Higbee, 139 points; 2. Acree, 128 points; 3. Parriott, 117 points; 4. Lopez, 98 points; 5. Connell, 82 points; 6. Batey, 72 points; 7. Chase, 62 points; 8. Himmelsbach, 58 points; 9. Barnes, 54 points; 10. Cicotto, 43 points.

**PRO SPORTBIKE (September 9):** 1. Michael Barnes (Suz GSX-R600); 2. Lee Acree (Suz GSX-R600); 3. Brian Parriott (Suz GSX-R600); 4. Paul Harrell (Yam YZF-R6); 5. Ty Howard (Yam YZF-R6); 6. Shannon Ball (Suz GSX-R600); 7. Michael Cicotto (Suz GSX-R600); 8. Stoney Landers (Suz GSX-R600); 9. Alan Schmidt (Suz GSX-R600); 10. Mike Sullivan (Yam YZF-R6); 11. Shawn Conrad (Suz GSX-R600); 12. Marc Palazzo (Hon CBR600F4i); 13. Matthew Zurbuchen (Yam YZF-R6); 14. Jason Paden (Kaw ZX-6R); 15. Eric Wood (Suz GSX-R600); 16. Stuart Stratton (Yam YZF-R6); 17. Nathan Hester (Yam YZF-R6); 18. Roland Williams (Suz GSX-R600); 19. Kevin Pate (Kaw ZX-6R); 20. Jace Bottenberg (Yam YZF-R6); 21. Tom Wertman (Suz GSX-R600); 22. Jeff Tigert (Hon CBR600F4i); 23. Oliver Jervis (Kaw ZX-6R); 24. Geoffrey Pestes (Yam YZF-R6); 25. Jason Hatfield (Suz GSX-R600); 26. Steve Luxem (Yam YZF-R6); 27. Brian Peck (Suz GSX-R600), 17 laps; 28. Scott Allen (Yam YZF-R6), 17 laps; 29. Craig Fabische (Kaw ZX-6R), 17 laps; 30. Clint McBain (Suz GSX-R600), 17 laps. Race Distance, 18 laps, 34.56 miles; Race Time, 21 minutes, 3.703 seconds; Race Average Speed, 98.454 mph; Victory Margin, 0.304-second; Fastest Lap, Harrell, 1:09.024, 100.139 mph, Lap 4.

**PRO SPORTBIKE QUALIFYING:** 1. Barnes, 1:08.910, 101.559 mph; 2. Acree, 1:09.020; 3. Howard, 1:09.382; 4. Harrell, 1:09.397; 5. Cicotto, 1:09.447; 6. Parriott, 1:09.539; 7. McBain, 1:09.780; 8. Ball, 1:10.308; 9. Conrad, 1:10.322; 10. Landers, 1:10.424; 11. Zurbuchen, 1:10.683; 12. E. Wood, 1:10.794; 13. Sullivan, 1:11.051; 14. Palazzo, 1:11.175; 15. Brett Champagne (Suz GSX-R600), 1:11.390; 16. Pate, 1:11.463; 17. Hester, 1:11.609; 18. Bottenberg, 1:11.923; 19. Dan Bennett (Suz GSX-R600), 1:11.946; 20. Williams, 1:12.139; 21. Wertman, 1:12.145; 22. Tigert, 1:12.184; 23. Luxem, 1:12.534; 24. Tamer Kekhla (Suz GSX-R600), 1:12.949; 25. Jervis,

1:13.071; 26. Hatfield, 1:13.224; 27. Anthony Cammack (Suz GSX-R600), 1:13.244; 28. McCullough, 1:13.321; 29. Peck, 1:13.849; 30. Pestes, 1:13.862. Disqualified, Schmidt, over horsepower limit, 1:10.396. Disqualified, Stratton, over horsepower limit, 1:11.587.

**PRO SPORTBIKE POINT STANDINGS (After 5 of 6 races):** 1. Acree, 99 points; 2. Harrell, 78 points; 3. Cicotto, 47 points; 4. Barnes, 41 points; 5. Landers, 35 points; 6. Ball, 31 points; 7. Palazzo, 30 points; 8. Conrad, 29 points; 9. TIE, Charles Chouinard/Howard, 27 points.

**APRILIA CUP CHALLENGE (All Aprilia RS250s) (September 9):** 1. Jeffrey Wood; 2. Shannon Silva; 3. Dan Fischer; 4. Joshua Sortor; 5. Thad Halsmer; 6. John Lemak; 7. Brent Prindle, 11 laps. Race Distance, 12 laps, 23.04 miles; Race Time, 15 minutes, 22.846 seconds; Race Average Speed, 89.879 mph; Victory Margin, 2.976 seconds; Fastest Lap, Wood, 1:15.689, 91.321 mph, Lap 3.

**APRILIA CUP CHALLENGE QUALIFYING:** 1. Wood, 1:15.540, 92.645 mph; 2. Silva, 1:16.682; 3. Fischer, 1:16.837; 4. Sortor, 1:17.170; 5. Halsmer, 1:17.659; 6. Lemak, 1:18.512; 7. Prindle, 1:24.133.

**APRILIA CUP CHALLENGE FINAL STANDINGS (After 5 of 6 races):** 1. Wood, 79 points; 2. Fischer, 78 points; 3. Silva, 69 points; 4. Sortor, 52 points; 5. Brian Kcraget, 45 points; 6. Halsmer, 44 points; 7. Derek M. King, 36 points; 8. Gus Holcomb, 23 points; 9. Lemak, 22 points; 10. Andre Castanos, 21 points.

**BUELL LIGHTNING SERIES (All Buell 1200s) (September 9):** 1. Michael Barnes; 2. Richie Morris; 3. Tripp Nobles; 4. Daniel Bilansky; 5. Jeffrey Johnson; 6. Bryan Bemisderfer; 7. Brian Bodine; 8. Darren James; 9. Brian Frank; 10. John Snell; 11. Gregory Avello, 11 laps; 12. Michael Moriarty, 11 laps; 13. Jeff Vermeulen, 11 laps; 14. Steve Luxem, 10 laps; 15. Bill Laupp, 10 laps. Race Distance, 12 laps, 23.04 miles; Race Time, 14 minutes, 54.067 seconds; Race Average Speed, 92.772 mph; Victory Margin, 5.489 seconds; Fastest Lap, Morris, 1:13.201, 94.425 mph, Lap 2.

**BUELL LIGHTNING SERIES QUALIFYING:** 1. Barnes, 1:13.172, 95.643 mph; 2. Morris, 1:14.387; 3. Johnson, 1:15.032; 4. Bemisderfer, 1:15.089; 5. Nobles, 1:15.113; 6. Smith, 1:15.190; 7. Bilansky, 1:15.307; 8. Vermeulen, 1:15.324; 9. Luxem, 1:15.988; 10. Bodine, 1:16.900; 11. James, 1:17.272; 12. Frank, 1:17.679; 13. Snell, 1:19.102; 14. Avello, 1:19.479; 15. Moriarty, 1:24.030; 16. Laupp, 1:26.351; 17. Emilian Wojtowycz, 1:27.109.

**BUELL LIGHTNING SERIES POINT STANDINGS (After 5 of 6 races):** 1. Barnes, 120 points; 2. J. Johnson, 71 points; 3. Morris, 64 points; 4. Nobles, 52 points; 5. Bodine, 41 points; 6. J. Smith, 40 points; 7. Bemisderfer, 39 points; 8. Bilansky, 34 points; 9. Frank, 32 points; 10. Justin McReynolds, 25 points.

**NRRS 250cc GP (September 8):** 1. Ed Sorbo (Yam TZ250); 2. Patrick Dowd (Yam TZ250); 3. Kory Gill (Yam TZ250); 4. Michael Ellsworth (Yam TZ250); 5. John Ulrich (Yam TZ250); 6. Stephen Dahlstrom (Yam TZ250); 7. Jeffrey Wood (Apr RS250); 8. Kurt Husted (Yam TZ250); 9. Dan Fischer (Apr RS250), 9 laps; 10. David Matthews (Yam TZ250), 9 laps; 11. Thad Halsmer (Apr RS250), 1 lap, DNF. Race Distance, 10 laps, 19.20 miles; Race Time, 14 minutes, 47.984 seconds; Race Average Speed, 77.839 mph; Victory Margin, 3.312 seconds; Winner's Average Lap Time, 1:28.798.

**NRRS 250cc GP POINT STANDINGS (After 5 of 6 races):** 1. Wood, 84 points; 2. Sorbo, 45 points; 3. Daniel Little, 31 points; 4. TIE, Jim Bonner/Steve Genter, 29 points; 6. Derek M. King, 25 points; 7. Nathan Franson, 21 points; 8. TIE, Dowd/Jocelin/Stuart Nodell, 20 points.

**NRRS 125cc GP (September 8):** 1. Quentin Wilson (Hon RS125); 2. Stewart Aitken-Cade (Hon RS125); 3. Kevin Smith (Hon RS125), 9 laps; 4. Jerry Berkey (Hon RS125), 9 laps; 5. Leslie Green (Hon RS125), 9 laps; 6. Jonah Miller (Apr RS125), 3 laps; 7. Karl Gaines (Hon RS125), 1 lap. Race Distance, 10 laps, 19.20 miles; Race Time, 14 minutes, 47.984 seconds; Race Average Speed, 77.839 mph; Victory Margin, 3.312 seconds; Winner's Average Lap Time, 1:28.798.

**NRRS 125cc GP POINT STANDINGS (After 5 of 6 races):** 1. Aitken-Cade, 61 points; 2. Robert Rawlins, 47 points; 3. Brian Kcraget, 45 points; 4. Wilson, 38 points; 5. Dave Thompson, 35 points; 6. Rodney Helsens, 30 points; 7. TIE, Vicky Jackson-Bell/Jason Peters, 25 points; 9. Bill Cole, 24 points; 10. Dale Greenwood Jr., 23 points.

**EXPERT UNLIMITED GP (September 8):** 1. Michael Himmelsbach (Apr RSV1000R); 2. Michael Fitzpatrick (Suz GSX-R750); 3. Greg Leffler (Suz GSX-R750); 4. Karl Schenk (Yam YZF-R1); 5. Dan Wilson (Suz GSX-R750); 6. Tamer Kekhla (Suz GSX-R600); 7. Patrick Hickman (Yam YZF-R1); 8. Stuart Stratton (Yam YZF-R6); 9. Briggs Willoughby (Hon 999); 10. Anthony Cammack (Suz GSX-R600); 11. Tim Hudnall (Suz GSX-R750); 12. Michael McCullough (Hon CBR600F4i); 13. Stoney Landers (Suz GSX-R600), 7 laps; 14. Jason Paden (Kaw ZX-6R), 5 laps. Race Distance, 10 laps, 19.20 miles; Race Time, N.A.; Race Average Speed, N.A.; Victory Margin, N.A.; Winner's Average Lap Time, N.A.

**EXPERT UNLIMITED GP POINT STANDINGS (After 5 of 6 races):** 1. Himmelsbach, 100 points; 2. Fitzpatrick, 69 points; 3. Charles Chouinard, 53 points; 4. TIE, Leffler/Cammack, 32 points; 6. John Jacobi, 25 points; 7. Craig Shertzer, 20 points; 8. David Gouin, 17 points; 9. TIE, Anthony Fania Jr./John Chartrand Jr./Timothy Bemisderfer, 16 points.

**SPORTSMAN (September 9):** 1. Jason S. Smith (Buell 1200); 2. Stephen Stallman (Suz SV650); 3. Bryan Bemisderfer (Buell 1200); 4. Michael Ellsworth (Suz SV650); 5. Gregory Avello (Buell 1200); 6. Darren James (Buell 1200);



7. Jeffrey Johnson (Buell 1200); 8. Brian Frank (Buell 1200); 9. Bill Laupp (Buell 1203), 5 laps. Race Distance, 6 laps, 11.52 miles; Race Time, 7 minutes, 37.776 seconds; Race Average Speed, 90.595 mph; Victory Margin, 3.289 seconds; Winner's Average Lap Time, 1:16.296.

**SPORTSMAN POINT STANDINGS (After 5 of 6 races):** 1. Bemisderfer, 66 points; 2. J. Johnson, 64 points; 3. TIE, Bilansky/Smith, 47 points; 5. Avello, 31 points; 6. Frank, 27 points; 7. Ellsworth, 26 points; 8. Jody Hendley, 25 points; 9. TIE, Leo Venega/Jeffrey Wood/Stallman, 20 points.

**AMATEUR 600cc SUPERSPORT (September 8):** 1. Paolo Mariano (Suz GSX-R600); 2. Ricky Frasier (Yam YZF-R6); 3. Kevin Thomas (Yam YZF-R6); 4. Tony Tinsley (Suz GSX-R600). Race Distance, 10 laps, 19.20 miles; Race Time, 12 minutes, 31.556 seconds; Race Average Speed, 91.969 mph; Victory Margin, 5.824 seconds; Winner's Average Lap Time, 1:15.156.

**AMATEUR 600cc SUPERSPORT POINT STANDINGS (After 5 of 6 races):** 1. Giovanni Rojas, 85 points; 2. Mariano, 60 points; 3. Chris Beck, 46 points; 4. Joseph Rozynski III, 33 points; 5. Tinsley, 31 points; 6. TIE, Thomas Bauchlero/Carlo Gagliardo Jr., 25 points; 8. Frasier, 20 points; 9. TIE, Nathan Kern/David Hopwood/Thomas, 16 points.

**ENGINE ICE 200-MILE TEAM CHALLENGE OVERALL (September 7):** 1. Edge Motorsports (Michael Fitzpatrick/Gregory Leffler), Suz GSX-R750, GTO, 104 laps, 199.68 miles; 2. Beaverton Honda Yamaha (Andrew Cox/Todd Frey), Yam YZF-R1, GTO, 103 laps, 197.76 miles; 3. Loudoun Motorsports (Greg Harrison/Bryan Bemisderfer/Brian Stokes), Suz GSX-R750, GTO, 102 laps, 195.84 miles; 4. Circuit 1 (Dan Wilson/Pat Hickman/John-Mark Arechiga), Yam YZF-R1, GTO, 98 laps, 188.16 miles; 5. Edge Junior Varsity (Anthony Cammack/Tony Tinsley/Paolo Mariano), Suz GSX-R600, GTU, 97 laps, 186.24 miles; 6. Power Sports (Tyler Scott/Josh Bryan), Kaw ZX-9R, GTO, 90 laps, 172.80 miles; 7. Brotz Motorsports (Richie Morris/Clint Brotz), Yam YZF-R6, GTU, 66 laps; 8. Annandale Racing (Kevin Pate/James Compton), Kaw ZX-6R, GTU, 33 laps. Race Distance, 104 laps, 199.68 miles; Race Time, 2 hours, 6 minutes, 47.566 seconds; Race Average Speed, 94.491 mph; Victory Margin, 1 lap; Fastest Lap, Edge Motorsports, 1:10.952, 97.418 mph, Lap 9.

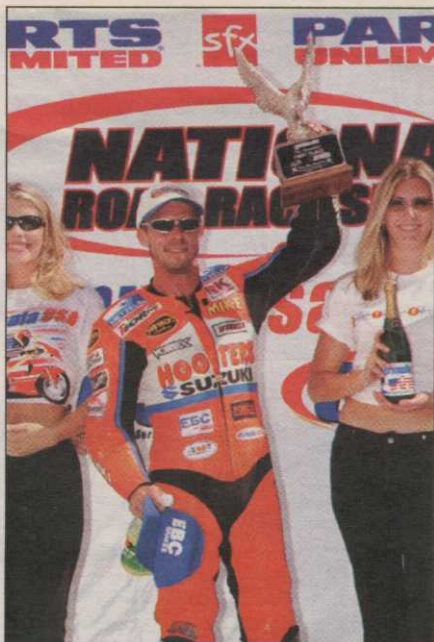
**ENGINE ICE 200-MILE TEAM CHALLENGE GTO POINT STANDINGS (After 5 of 6 races):** 1. Loudoun Motorsports, 91 points; 2. Edge Motorsports, 90 points; 3. TIE, Bad Apple Racing/Siemens Patent Services, 36 points; 5. imotosports.com, 32 points; 6. Legal Racing, 29 points; 7. 4&6 Racing, 26 points; 8. Go Fast Racing, 21 points; 9. Beaverton Honda Yamaha, 20 points.

**ENGINE ICE 200-MILE TEAM CHALLENGE GTU POINT STANDINGS (After 5 of 6 races):** 1. Brotz Motorsports, 106 points; 2. Edge Junior Varsity, 81 points; 3. Annandale Racing, 45 points; 4. TIE, Synergy Racing/Team YCH, 25 points; 6. Naked Boy Racing, 23 points; 7. Big Pink Machines, 20 points; 8. TIE, Speed Racing/Jam Racing/Kyle Racing, 13 points.



**It's different in the Northwest:** To create more jobs, the state of Oregon mandates that gas station employees must pump gas, full-service-style. In turn, the price per gallon is higher than in many states...The Portland International Raceway road course itself is inside a city park. Although the location is very convenient for finding hotels and restaurants, a noise level of 105 decibels is enforced. Some Buell Lightning racers tried in vain all weekend to meet the standard. Jason Smith reduced his V-Twin from 111 to 108 db (A). An official appointed by the City of Portland monitored the noise level all weekend and made concessions for Buell racers as long as they made progress on their noise emissions...A mandate at PIR is the wearing of helmets while riding any motorized vehicle. This meant that riders had to wear a helmet when riding a racebike to tech, a scooter to the restroom, a quad runner to registration, or a motorized go-ped out to watch at a corner. The fine for being caught by a police officer for not wearing a helmet is \$175!

**Matt Wait rode a Synergy Honda at**



Former Formula USA Champion Michael Barnes took home one Championship, four first-place trophies and \$9000 in purse money from Portland. Photo by Brian J. Nelson.

Portland during the Team Hammer practice day on Thursday, September 6. Wait looked good on the track but decided not to race due to extreme pain in his injured left arm. Wait's inability to ride at Portland meant he would also miss the following weekend's scheduled (later cancelled) AMA National at Willow Springs and the Del Mar Mile dirt track.

**Richie Morris and wife Lisa** celebrated their first wedding anniversary at the track at Portland, on Sunday, September 9.

**Arclight Suzuki's Lee Acree** crashed twice at Portland, once in qualifying just after winning pole position in Unlimited Superbike with a 1:07.755, a new class lap record, and once in Unlimited Superbike race one. Prior to the event at Portland, Acree had crashed only three times all year.

**Action Motor Sports' Thad Halsmer**, 21, demonstrated his commitment to road racing at Portland. After crashing his back-up bike in the Aprilia Cup race at Pocono, Halsmer said that he would not be able to go to Portland. Halsmer showed up at Portland with a new Aprilia RS250 that he bought after taking out a lien against his truck.

**Formula USA Radar Speeds At Portland** (As measured during Friday afternoon practice in turn one at the end of Portland's 3100-foot front straightaway with the official Formula USA Stalker Sport radar gun):

#### Buell Lightning (All on Buell 1200s):

Michael Barnes, 142.9 mph  
Brian Frank, 137.4 mph  
Greg Avello, 137.3 mph  
Jason Smith, 136.0 mph  
Jeff Johnson, 135.7 mph  
Dan Bilansky, 135.4 mph

#### Pro Sportbike:

Lee Acree, Suzuki GSX-R600, 156.7 mph  
Roland Williams, Suzuki GSX-R600, 155.2 mph  
Paul Harrell, Yamaha YZF-R6, 155.1 mph  
Brett Champagne, Suzuki GSX-R, 155.1 mph  
Shan Ball, Suzuki GSX-R600, 154.7 mph  
Dan Bennett, Suzuki GSX-R600, 154.6 mph  
Brian Parriott, Suzuki GSX-R600, 154.1 mph  
Michael Barnes, Suzuki GSX-R600, 154.1 mph  
Mike Ciccotto, Suzuki GSX-R600, 153.9 mph  
Shawn Conrad, Suzuki GSX-R600, 152.2 mph  
Geoffrey Pestes, Yamaha YZF-R6, 151.8 mph  
Eric Wood, Suzuki GSX-R600, 151.4 mph

#### Aprilia Cup (All on Aprilia RS250s):

Shannon Silva, 129.1 mph



Jeff Wood (19) had to push hard through Portland's infield to lose Shannon Silva (10) in the Aprilia Cup Challenge race. Wood won the race and left Portland with a one-point lead in the Championship. Photo by Brian J. Nelson.

Josh Sortor, 127.6 mph  
John Lemak, 127.4 mph  
Jeff Wood, 126.3 mph  
Thad Halsmer, 126.1 mph  
Dan Fischer, 125.8 mph

#### Unlimited Superbike:

Michael Himmelsbach, Aprilia RSV1000R, 170.1 mph  
Joshua Bryan, Suzuki GSX-R750, 169.9 mph  
Mike Ciccotto, Suzuki GSX-R750, 169.5 mph  
Lee Acree, Suzuki GSX-R750, 168.5 mph  
Alan Schmidt, Suzuki GSX-R750, 168.2 mph  
Shawn Higbee, Suzuki GSX-R750, 167.8 mph  
Michael Barnes, Suzuki GSX-R750, 167.5 mph  
Tray Batey, Aprilia RSV1000R, 167.4 mph  
Grant Lopez, Suzuki GSX-R750, 166.9 mph  
Brian Parriott, Suzuki GSX-R750, 165.4 mph  
Eric Wood, Suzuki GSX-R750, 164.5 mph  
Marc Palazzo, Honda CBR929RR, 160.6 mph

**Texan John Haner** signed on to finish the Formula USA season riding the Zlock Kawasaki ZX-9R. Haner's time on the bike was painful as he started the weekend at Pocono with a highside crash that dislocated his hip. Haner was getting more comfortable on the bike at Portland until a Sunday-morning highside forced Haner to sit out of the race. "I was so high up that I was looking down at the bike and thinking about how bad it was going to hurt when I landed," said Haner after the crash. Jeff Wood was enlisted at the last moment to replace Haner and ride the Zlock Kawasaki in the Unlimited Superbike finals at Portland. Wood started race one from the back of the grid and finished 19th out of 33 with absolutely zero laps of practice on the bike. With a better grid position and some small set-

up changes, Wood finished race two in 15th, and said "That was the first time that I rode a bike that I didn't just keep it wide open. I liked it and I didn't crash. I think I could get used to it. I'll be riding big bikes next year." Wood, 26, spent five years motocrossing before a broken back converted him back to the family trade of road racing.

**Blackmans Aprilia's Tray Batey** was happy with the way his bike worked in race two at Portland, was happy with finishing fifth, and decided to celebrate with a burn out on the cool-down lap. Batey was reported by cornerworkers and received a \$100 fine for the burn out. "It wasn't even worth \$100. It was just a little one. I think I should go back out and get my money's worth," laughed Batey.

**Quote of the Portland event** came from Race Starter Dwayne Northrup in Saturday's riders' meeting. After giving a demonstration of his one-of-a-kind, flag-overhead starting procedure, Northrup was asked by several of the top Formula USA regulars—including Paul Harrell and Mike Ciccotto—"Why are you going to do it differently than we have done it all year at every event?" Northrup's answer was, "Because that's the way we do it here, and you are just guests." Formula USA Event Manager Kenny Abbott was present at the meeting, disagreed with what Northrup said, and immediately clarified to the riders that the starting procedure would be the same as it had been at every other F-USA event. To which Northrup replied, "Fine, I'll do it your way and you'll all go when my shoulder moves." There were no jumped starts Saturday or Sunday at Portland. **RW**



Grant Lopez (1) and Tray Batey (2) battled over sixth in Unlimited Superbike race one at Portland with Lopez coming back from a bad start to earn the better result. Photo by Brian J. Nelson.



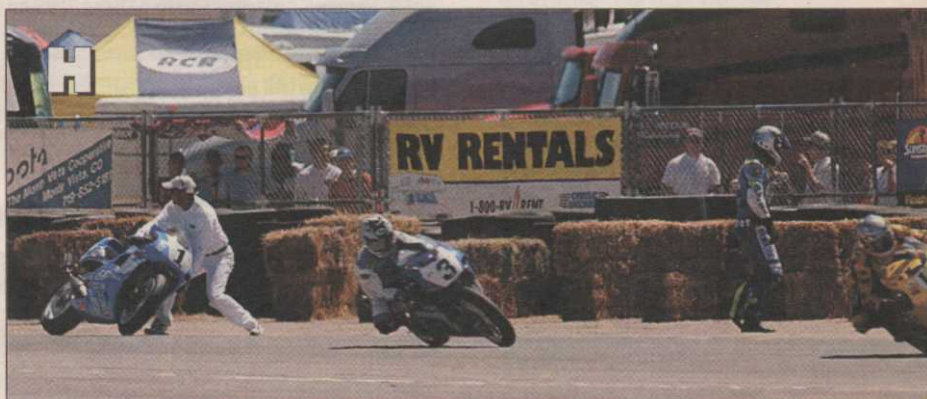
Nobody likes to crash. But if you do, at least you may get some fame on...

# the CRASH PAGE

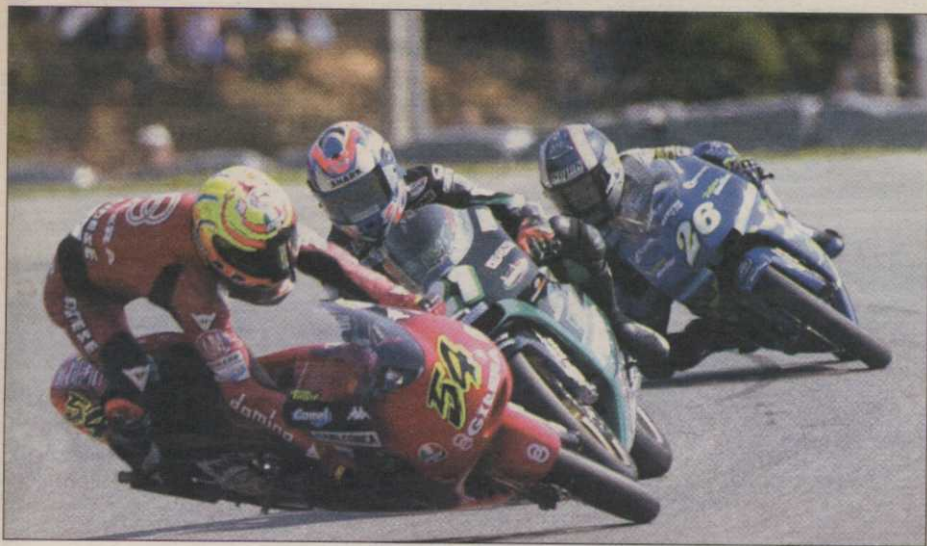
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Chuck Sorensen (1) collides with lapped rider Greg Esser during the AMA 250cc Grand Prix race at Pikes Peak, and crashes out of the race lead. Photo by Brian J. Nelson.







Manuel Poggiali (54) crashes out of the 125cc Grand Prix at Brno, Czech Republic and takes Arnaud Vincent (21) with him. Daniel Pedrosa (26) escapes involvement.  
Photos by Sports Photography.



Spaniard Joan Olive crashes out of the 125cc Grand Prix at Estoril.  
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# army of darkness versus the world 2001

By Sam Fleming

## Part 1

**A** rmy of Darkness spent the early winter months of 2001 pupating, and in February, molted from beneath its thick carapace of 1997-2000 GSX-R600s to emerge, innocent and naive, into the world of 2001 GSX-R600s. This process is far more painful than many would assume, because:

- The vast spares collection has to be liquidated.
- New spares have to be secured for a model of which none have been crashed.
- Racing parts need to be secured, and yet, few if any of the providers of these parts have any experience with the bikes yet.
- We haven't a clue about what the proper set-up is for the new bikes

recommended rear shock sag numbers, we did not have any static sag whatsoever, we attributed the slides to the cool track temperatures and confidently set off to Texas a month later.

### Texas World Speedway

Part of the pageantry of the first race of the year is strolling around the pits and sizing up who is going to be the competition for the year, what equipment they have put together and who has dropped off the circuit. We had heard rumors during the off-season (mostly perpetrated on the wera.com BBS) about the intended participants but the presence of trailers speaks louder than bulletin board posts.

The grid at TWS suggested the serious teams were:

Army Of Darkness	(Mediumweight Superbike)
Pennzoli Suzuki	(Heavyweight Superbike)
Neighbor of the Beast	(Mediumweight Superstock)
J & J Motorsports	(Heavyweight Superstock)



Tim plays a computer game while pretending to analyze rpm data.  
Photo by Army of Darkness Ministry of Information.

and will have to rely on the judgment of our suppliers. This is always a precarious position.

However, in our traditional pre-season AOD private tests at Talladega, and with no adjustments to the baseline shock settings or adjustments to the fuel injection maps, both Jim and I were able to turn laps that bettered our performance from the race the year before. Which meant the new bike was definitely better, right out of the box.

The only problem we experienced was the tendency to leave long black lines of rear tire rubber exiting the turns. Although we noticed that at the

Leaning Lizards Racing	(Mediumweight Superbike)
RacerSupply.com	(Heavyweight Superbike)
Team Chicago	(Mediumweight Superstock)
Team HMR	(Mediumweight Superstock)
Loudoun Motorsports	(Heavyweight Superstock)
Vesrah Suzuki	(Heavyweight Superbike)
Team Clinton Cycles	(Mediumweight Superstock)
Team Chaos Racing	(Mediumweight Superstock)
Maryland Motorsports	(Lightweight Superbike)
HRD Racing	(Mediumweight Superstock)

These were obviously not all the teams entered in the race, but they were the ones that looked like they had mustered the resources and talent to contest the whole series. History suggests that not all of them would actually be a factor by the end of the year as attrition from injury,



Preparing for a game of fox and hounds. Photo by Flipper.

personal bankruptcy and/or frustration tends to take a brutal toll on endurance teams.

A cursory glance at the list revealed a number of things. The fact that we were on pole indicated that Arclight Suzuki had tired of racing against themselves in the series last year and had moved onto other pastures. Arclight had been replaced by the Vesrah Suzuki team that was led by one of our teammates from 2000: Mark Junge. Although nothing is a foregone conclusion, many people (myself included) assumed that Vesrah would dominate the season in the overall and the Heavyweight Superbike points.

Conspicuous in its absence is Paramount Racing. This was the team with which AOD raced epic six-hour-long axle-to-axle races in 2000. Tim and I even got a little misty at the thought of how hard we had to work to beat Paramount in 2000 but that was quickly replaced with relief that we would not have to repeat the performance in 2001. Our only competition for the Middleweight Superbike crown for 2001 would be Leaning Lizards Racing. Although they are a very strong and dedicated team, I think both AOD and Lizards, in the back of our heads, assumed AOD would come out on top if for no other reason than our experienced crew. However, AOD has a pretty good track record of being able to snatch defeat from the jaws of victory as well and Lizards have improved their game every season.

Turning my attention from the grid positions to the actual process of running the race I was struck by one undeniable truth: The racing surface at Texas World Speedway has deteri-

orated worse than DC city streets. It was as bumpy as IRP with tire-cooling puddles of water formed from fresh artesian spring water seeping up through the cracks in the track. For additional thrills there are a number of turns with walls on the outside of them and sealant that offered a variety of different levels of traction. One turn sported all four of these: Bumps, water, sealant and a wall on the outside.

Indianapolis Raceway Park used to be the worst track on the schedule. Now that dubious honor goes to TWS. However, the rule of thumb at IRP was to resist the urge to change the set-up on the bike, but rather, ride through the suspension roughness caused by all the bumps, holes, ruts and seams. We decided that this axiom was not an IRP axiom, but a "worst track on the circuit" axiom and we did not change the suspension even though our bike was handling somewhat excitedly. That theory was further enforced when Brian Stokes test rode the bike and requested that we adjust the suspension on his bike to match ours.

Our bike was not inspiring confidence but it was very difficult, under the circumstances, to determine if we had a set-up problem or a track problem. I would have a big massive slide through a turn, but, after my heart started beating again to sufficiently oxygenate my brain, I wouldn't be sure if I had drifted off line over a puddle, or a crack with water seeping into it or some sealant or, in fact, I had actually reached the lim-

.....  
continued on page 86



Front row starts on a 600. It's good while it lasts. Photo by Flipper.



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**American Federation of Motorcyclists**  
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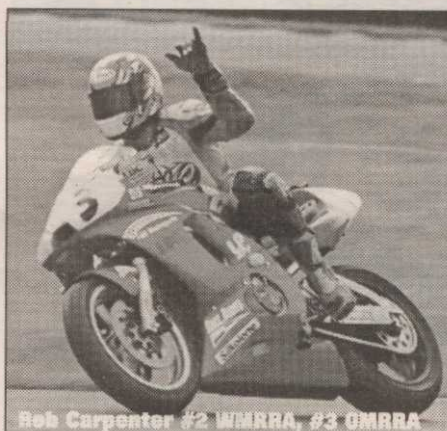
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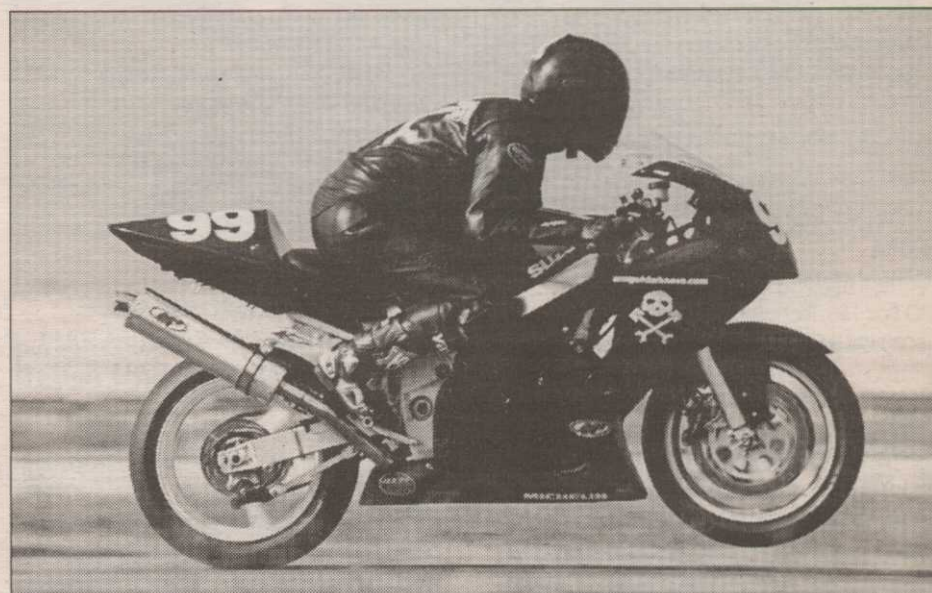
continued from page 84

its of the tire/set-up.

We used the data logger to good effect to help us choose appropriate gearing. The whole gearing question is, like everything else in motorcycle racing, a compromise. The old school (which includes inner tubes and drum brakes) theory on gearing is for the engine to reach redline (or the peak power rpm) just before the brakemarkers at the end of the longest straight. The trade-off is that, while we all like nice, short,

out limiting the speed between any two turns or requiring extra shifts. Imagine the look of shock on our collective faces when the theory was successfully converted into practice and lower lap times. Smug in our gearing solution, we decided that the rest of the suspension, traction and steering head angle questions would have to wait for another track and another day.

In a strange coincidence AOD and NOTB were both starting on the front row and, as such, there was much speculation about the possibility of Melissa and Brian taking each other out going



Sam conserves the front tire. Photo by Jamie Guffey/Artistic Intensity Photography.

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snappy gearing coming off the turn, we all hate it going into the turn and, if the gearing is too short to allow for full usage of, say, third gear, between two turns, it can cost the bike far more time than a few hundred rpm on the straight.

Most bikes used for road racing do not allow the luxury of changing individual gear ratios so we are limited to playing with the final drive ratio. We usually carry three front sprockets and three rears. We carry 14, 15, 16 front and 44, 45 and 46 rears. Since we travel with three bikes, and, with spare race wheels, we end up needing three of each front sprocket and five of each rear. Fortunately the Sprocket Specialist sprockets do not have a penchant for rapid wear and we can usually nurse a whole season out of the aforementioned set.

We looked at the lowest rpm that we were pulling through turns and compared it with the highest rpm we were reaching between turns to allow us to shorten the gearing safely with-

into turn one on the first lap. Brian was starting on pole. The last time we started on pole a valve spring retainer broke in our Suzuki's motor and we did horribly. Tim, always superstitious when it comes to racing, was throwing salt over his shoulder and avoiding stepping on any cracks in the pavement as the bikes took to the pre-grid.

On the morning of race day Brian was visibly nervous about his first ride with us and confidentially told me that he wasn't sure he was physically up to riding more than one stint. He was worried that he might get too tired.

Now, many racers have never ridden a racebike with a full tank of gas much less one with an extra couple gallons of capacity welded into it. It can be challenging to clip the apexes on the first few laps if you are not prepared for it. Brian took a few laps to acclimate himself to the hefty fuel load and then promptly mixed it up with the top 600s. We were getting atrocious fuel mileage at the full-throttle track and Brian Healea (from



One race down, Nine to go. Photo by Army of Darkness Ministry of Information.





A watched tank never fills. Photo by Flipper.

in the past.

Jim took over from me and I had a few minutes to catch up with Brian Stokes and get his impression of the race so far. He was very animated and vocally expressing his interest in riding another stint—soon. When I reminded him of his previous doubt about his ability to ride two stints he looked a little sheepish.

It was about that time that Bill Gates entered the scene. A screen saver program started on the scoring system computer. That crashed Windows and wiped out the scoring system. Most of the aforementioned serious teams had bio-scorers to back up the computer, however, many of the local teams did not have resources to provide for a human scorer. Many of these teams lost laps but only one of the affected teams was ahead of us in the race, the local boys of Bent Racing.

Although it gave us a place in the



Jim enjoys a tranquil moment in Texas. Photo by Jack Puryear.

Lizards) was riding exceptionally well. Still, Stokes had built up a sufficient lead that after we had completed our first pit stop I pulled out of the pits 30 seconds ahead of Healea. He was still on his first tank of gas and he must have been tired but he was slowly catching me on the track. I still don't know if I was adjusting to the full tank or I was waiting for Healea but I wasn't doing the lap times that I had just done only two hours prior in practice.

I watched my pit board in a depressing countdown from +30, to +29, to +28. It got down to about +15 when I noticed a bright green bike off the side of the pavement on about the polar opposite end of the track from the pits. The next time around my board said +1L. Healea had committed one of the five mortal sins of endurance racing—he had run out of gas.

I promptly forgot about Lizards and inexplicably dropped two seconds a lap for the rest of my stint.

Although there were puddles seeping up through the pavement, bumpy turns and the wet sealant, at least WERA had scheduled the race at a time of year where the average temperature was under triple digits. The one-hour stint in the cooler temperatures seemed short and sweet compared to the hellish ordeals we have endured in the reflector oven of TWS

race, the crashed scoring system completely confused us in terms of where we were in the standings overall. We decided we would push until the end of the race in case there was some chance of someone catching us from behind or moving up a position from our current fifth. The crashed scoring system was also going to take some of the fun out of a good finish since it isn't as much fun to feel like you won on a technicality and we weren't sure how many laps they really lost so we wouldn't know if we beat Bent in reality, or just in scoring fiction.

The valve spring retainer didn't break, the bolt didn't back out of the shift drum\*, and at the end of the race we were fifth overall and the first 600 team home. Lizards finished seven laps down, second in class, 13th overall. Neighbor of the Beast improved their race from the previous year but were struggling with set-up problems and fatigue and finished 11th overall, fifth in Mediumweight Superstock, which looks like the most competitive class this season. And, to cap it all off, we didn't even get any flats on the trailer on the drive home.

**RW**

\*2000 and 2001 GSXR 600s and 750s have been having a problem with the special bolt which holds the shift-drum assembly together backing out.

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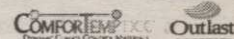
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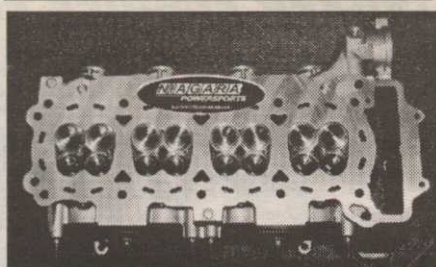
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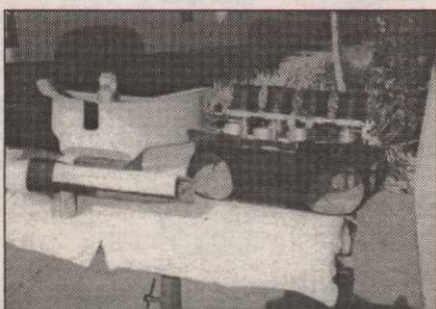
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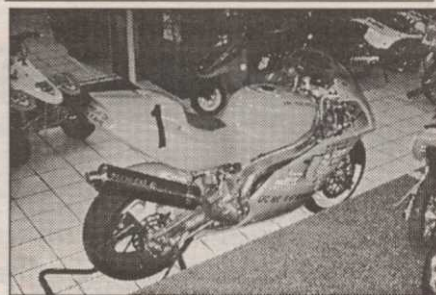
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**1997 GSXR600.** Supersport motor with five weekends. Superbike motor with no races. Some spares. \$6400. [Greytmatter6@aol.com](mailto:Greytmatter6@aol.com). (301) 498-7254. (MD)

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**1992 GSXR Parts.** Stock motor, oil cooler, cylinder head, stock rear shock, Dynojet kit, CDI and coils. Rear fender, stock purple and silver mid-fairing. [Vesterr@csi.net](mailto:Vesterr@csi.net). (412) 854-8289. (PA)

**Bucks Dolon Racing liquidation sale.** 1999 Wells Cargo 16' trailer with 3500w generator. 1999 Aprilia RS250, 69 Dyno hp. 2001 GSXR750, 168 miles, race and street glass. \$24,000 takes it. Must see, e-mail [mitoyo@cruzio.com](mailto:mitoyo@cruzio.com) (831) 462-0500. (CA)

**1988 FZR400.** Must Sell, baby coming! Great condition, great track bike. Progressive/White Bros. suspension, Hindle exhaust, well-maintained, many spares. No street parts. Asking \$2500. [jonette@nac.net](mailto:jonette@nac.net). (908) 437-0110. (NJ)

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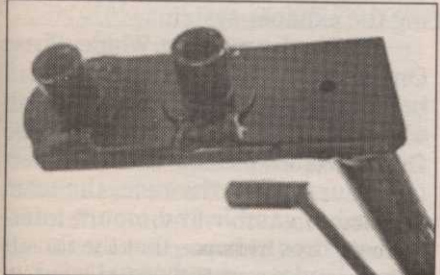
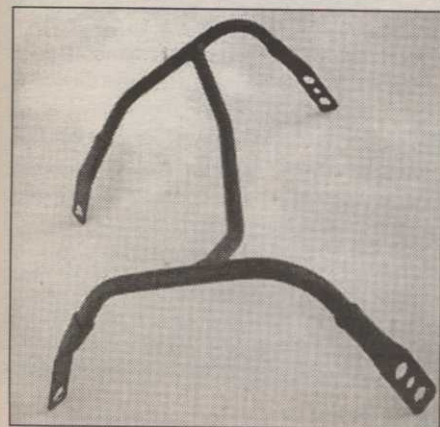
**2000 R6.** Blue, race ready, full Akrapovic titanium exhaust, Dynojet kit, K&N filter, Scott's steering damper, Penske rear shock, forks by Traxxion Dynamics, extra sprockets, reverse shifter, clip-ons, tire warmers, full race body. Raced twice. All stock body and hardware. \$7000. (717) 637-2821 (PA)

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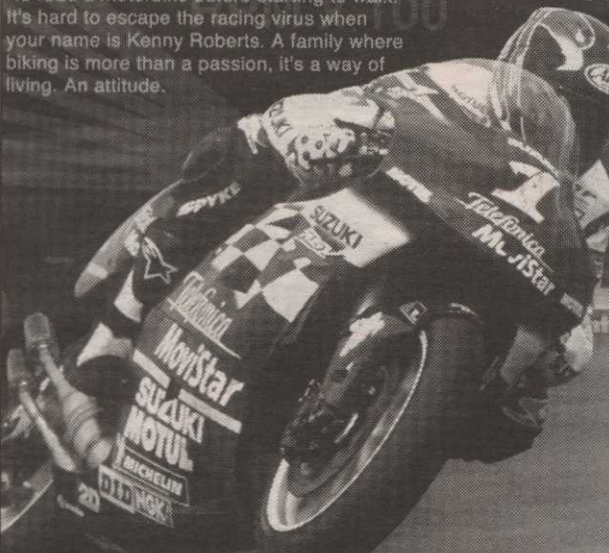
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**1997 Honda RS250.** 1998 bodywork with tons of spares. Wheels, crank, all top-end parts and lots more. All serious offers considered. hkeegan@msn.com. (312) 965-3785. (IL)

**1998 Suzuki TLR1000.** Race Tech, Gold Valve, EBC, Yoshimura RS3, Pro-tek, rear stand, shop manual, Street & Comp top damper, Graves bracket, Skarkskinz. 2500 miles, race ready. Must sell. \$5350 OBO. Road-racer680@aol.com. (412) 675-2752. (PA)

**Honda RS250s.** 1995, clean bike, \$4200. 2000, leaded spec, original spares, very low miles, \$9900. Two pairs wheels, Jha A kit with pipes, kit rad, carbon airbox, and other spares available. Call after 5 est. gpim-port@sympatico.ca. (905) 686-4340. (ON, Canada)

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**For Sale:** Aprilia Mille R, SL1000, RS250 in stock, and more. New and used, save up to \$4000. Will ship any model in stock. mark@wcbacing.com. (508) 943-5976. (MA)

**1990 FZR400.** EXUP Black and Gray. Must sell, moving. Race ready, really fast, fresh Curt Jordan motor, loads of spares, polished frame/swingarm, two sets plastic, street parts. \$3600 OBO. scott@reelhouse.net. (650) 948-3634. (CA)

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**2000 ZX6R Supersport.** Penske shock, Akropovic, Traxxon Dynamics. It's race ready. Too much to list. Seven race weekends on bike. Best offer. (732) 223-7108. (NJ)

**1995 Honda RS125 for sale.** 600 miles on crank. Tons of spares (wheels, bodywork, warmers, etc). \$4500. See www.best.com/~bacon/RS125\_For\_Sale.html for more info and pictures. sbacon@13x.com. (301) 587-0751. (DC)

**2000 R6 Race Bike.** Graves rearsets, Spedo stay, clip-ons, and full titanium exhaust. Timing advance. 105hp on the dyno. Rear stand included. \$5500 OBO. Used leathers available. Only 2000 miles on bike. mxracr118@aol.com. (630) 584-7631. (IL)

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At the halfway point of the race, Castrol Suzuki had opened a one-lap advantage over GMT94, which in turn led Yamaha Motor France by one lap. By the 18-hour mark of the race, only 10 bikes had retired. One of those retirees was Team Daffix France Equipement. After running as high as fourth early in the event, Team Daffix retired when a crash broke the frame of the team's Honda RC51. Endurance regulars Dap Moto 91 also retired after a bad crash at the Estoril corner. Yamaha Pons Go!!! retired when Christophe Cogan fell hard at the Nurburgring Bend and broke his leg 14 hours into the race.

At 11:00 a.m. Sunday morning, four hours from the finish, second-place GMT94's Suzuki suffered mechanical problems and had to be pushed in from a far corner of the track. Then shortly after returning to the race, GMT94 suffered a crash that put an end to the team's SuperProduction World Cup chances. GMT94 would finish the race in ninth. Then ZongShen crashed when trying to stretch out a stint on wet tires on a drying track. ZongShen Team A would eventually finish 11th.

As the hours started to grow short again, Yamaha Motor France's luck turned for the worse. Within a span of five minutes, the third-place team encountered fuel delivery problems with the factory-backed R7 Superbike, then received a stop-and-go penalty from race officials, then crashed. The team eventually finish fifth.

Elf Honda had worked up to second place through the night, gaining on leaders Castrol Suzuki by as much as two seconds per lap at times, but Elf Honda dropped back to fourth after pitting twice within 15 minutes late in the race, spending a total of 4:22 repairing the exhaust system.

On Sunday morning, Whirley Phase One and Free Bike Performance had been swapping positions back-and-forth with every pit stop. For a Whirley Phase One scheduled pit stop with a little over two hours left in the race, the team decided to gamble and mount intermediate tires in hopes that the threatening clouds overhead would open up with rain. The gamble paid off, the rain came, and Whirley immediately pulled out a 90-second lead on Free Bike Performance. Whirely was third overall and actually began to close the gap to second-place Elf Honda when the rain stopped and the track dried. Elf Honda then held its ground, 45 seconds in front of Whirley Phase One, until the finish.

Castrol Suzuki rode consistently fast laps, stayed clear of trouble, kept the bike on the track rather than in the pits, watched competitors stumble one-by-one and won the 65th Bol d'Or classic by eight laps over Elf Honda and Whirely Phase One.

"This is my third Bol d'Or win and probably the hardest because this track is so physically and mentally demanding," said Castrol Suzuki's Brian Morrison after the checkered flag flew. "The bike was so good, good enough to beat full-on Superbikes, and it's definitely the way to go. It's such a competitive bike and we hardly touched it throughout the race. It's hard to keep your concentration at 100 percent here especially in the dark when you don't know what speed the slower riders are going. I



haven't slept at all and I'm going to feel it pretty soon. It was a particularly hard race for me and Christian (Lavieille) because we had to do extra stints because our teammate Laurent (Brian) took ill and couldn't ride for over a quarter of the races. I can't think of any moments. Normally, I have the odd excursion into the gravel but not this time, thankfully. It kept threatening to rain all weekend, but I was never out on anything but slicks. It did let go at the end, but I'd already crossed the finish line by then."

Infini Team Moto's Tobias Nystrom, Frederic Gaillard and Laurent Dubus won the StockSport division on a Suzuki GSX-R1000, at 13th overall. Having



Mark Willis leads Team Daffix France Equipement (58) and ZongShen A (2) through the chicane at Magny Cours, aboard the Yamaha Motor France YZF-R7 (17). Photo by Kel Edge.

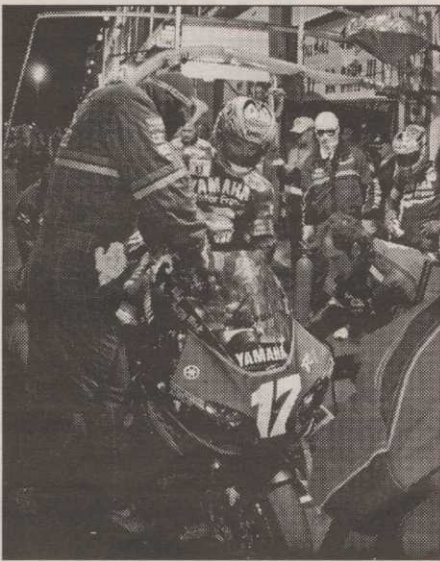
already clinched the 2001 StockSport Championship, Police Nationale's Gwen Giabbani, Christophe Roche and Franck Gebelin switched their Kawasaki ZX-9R to the SuperProduction class for the Bol d'Or to possibly test the class waters for 2002. Police Nationale finished sixth in SuperProduction and 10th overall.

#### RESULTS

**FIM ENDURANCE WORLD CHAMPIONSHIP 24-HOUR:** 1. Castrol Suzuki (Brian Morrison/ Christian Lavieille/Laurent Brian), Suz GSX-R1000, Superproduction, 799 laps, 2109.36 miles; 2. Elf Honda (William Costes/Fabien Foret/Sebastien Gimbert), Hon RC51, Superbike, 791 laps, 2,088.24 miles; 3. Whirley Phase One (Igor Jerman/Olivier Ulmann/James Ellison), Suz GSX-R1000, SuperProduction, 791 laps, 2,088.24 miles; 4. Free Bike Performance (Mathieu Lagrive/Bertrand Sebileau/Cyril Fernandez), Yam YZF-R7, Superbike, 790 laps, 2,085.60 miles; 5. Yamaha Motor France (Jean Marc Deletang/Mark Willis/Thierry Paillot), Yam YZF-R7, Superbike, 783 laps, 2,067.12 miles; 6. Junior Team LMS (Frederic Jond/Olivier Four/Pierrot Lerat Vanstaen), Suz GSX-R1000, SuperProduction, 779 laps, 2,056.56 miles; 7. Moto Shop 35 (Christian Haquin/Michel Amalric/Jean Francois Le Gath), Kaw ZX-7RR, Superbike, 779 laps, 2,056.56 miles; 8. ZongShen Team B (Thomas Hinterreiter/Bruno Bonhuil/Roger Bennett), Suz GSX-R1000, SuperProduction, 778 laps, 2,053.92 miles; 9. GMT94 (Sebastien Scarnato/Arnaud Van Den Bossche/Frederic Protat), Suz GSX-R1000, SuperProduction, 775 laps, 2,046.00 miles; 10. Team 22 Police Nationale (Gwen Giabbani/Christophe Roche/Franck Gebelin), Kaw ZX-9R, SuperProduction, 768 laps, 2,027.52 miles; 11. ZongShen Team A (Stephane Mertens/Warwick Nowland/Cristobal Fernando), Suz GSX-R1000, SuperProduction, 765 laps, 2,019.60 miles; 12. Chomat Moto (Stephane Neff/Robert Di Foglia/Franc Tauziède), Hon RC51, Superbike, 763 laps, 2,014.32 miles; 13. Infini Team Moto (Tobias Nystrom/Frederic Gaillard/Laurent Dubus), Suz GSX-R1000, StockSport, 760 laps, 2,006.40 miles; 14. Jet Endurance Team (Claude Alain Jaggi/Dave Rollier/Head Carrard), Suz GSX-R1000, StockSport, 756 laps, 1,995.84 miles; 15. Team Chalon Motos (Bruce Rulfo/Nicolas Jaulneau/Christophe Herriberri), Yam YZF-R1, Stock-

Sport, 754 laps, 1,990.56 miles; 16. Team Yamaha Oslo (Rolf Kare Valderhaug/Jan Skogland/Christopher Saether), Yam YZF-R1, StockSport, 752 laps, 1,985.28 miles; 17. Endurance Moto 38 (Phillippe Donischal/Bernard Cuzin/Stephane Jond), Yam YZF-R1, SuperProduction, 749 laps, 1,977.36 miles; 18. Team JMD Endurance (David Emonet/Antoine Metz/Xavier Pommier), Yam YZF-R1, StockSport, 743 laps, 1,961.52 miles; 19. Stand Bike Endurance (Claude Desmaris/Jean Paul Leblanc/Michel Huin), Kaw ZX-9R, StockSport, 743 laps, 1,961.52 miles; 20. Nicolas Moto Organisation (Nicolas Boyer/Xavier Albertini/Stephane Radeff), Yam YZF-R1, StockSport, 738 laps, 1,950.96 miles; 21. Herman Verboven Racing (Andrew Deatherage/Danny Schildermans/Benjamin Pister), Suz GSX-R750, Superbike, 737 laps, 1,945.68 miles; 31. US GB Racing (Mike Sullivan/Eric Monnot/Eric Freiburger), Suz GSX-R1000, StockSport, 718 laps, 1,895.52 miles; Race Distance, 799 laps, 2,109.36 miles; Race Time, 24 hours, one minute, 16.648 seconds; Race Average Speed, 87.81 mph; Victory Margin, eight laps; Winner's Average Lap Time, 1:48.23.

**QUALIFYING:** 1. Castrol Suzuki, 1:42.332, 92.957 mph; 2. Yamaha Pons Go!!!, 1:43.004; 3. Free Bike Performance, 1:43.052; 4. Elf Honda, 1:43.242; 5. Yamaha Motor France, 1:44.255; 6. GMT94, 1:44.304; 7. Zong-



A Yamaha Motor France pit stop at night, pit crew members wearing flame-resistant suits. Photo by Kel Edge.

Shen Team A, 1:43.307; 8. Junior Team LMS, 1:45.335; 9. Wim Motors Racing Division, 1:45.372; 10. Moto Shop 35, 1:45.849; 11. ZongShen Team B, 1:46.194; 12. Team Daffix France Equipement, 1:46.487; 13. Whirley Phase One, 1:46.558; 14. Endurance Moto 38, 1:46.789; 15. Chomat Moto, 1:47.190; 16. Team 22 Police Nationale, 1:47.528; 17. Bolliger Team (Marcel Kellenberger/Roger Kellenberger/Rolf Hagmann), Kaw ZX-7RR, Superbike, 1:47.644; 18. Suzuki La Defense Agogue (Christy Rebutini/Alain Agogue/Frederic Girard), Suz GSX-R1000, StockSport, 1:48.068; 19. National Motos (Guy Bertin/Bernard Fourcadet/Francois Ciciliani), Hon CBR929RR, SuperProduction 1:48.090; 20. Infini Team Moto, 1:48.784; 33. Herman Verboven Racing, 1:50.486.

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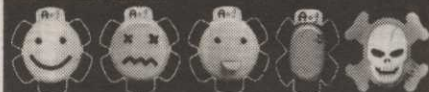
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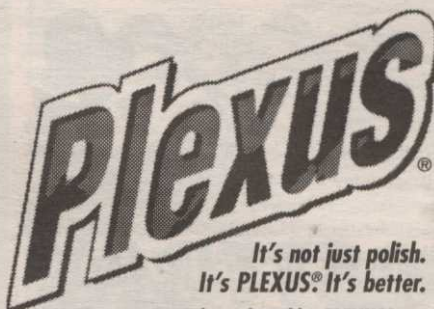
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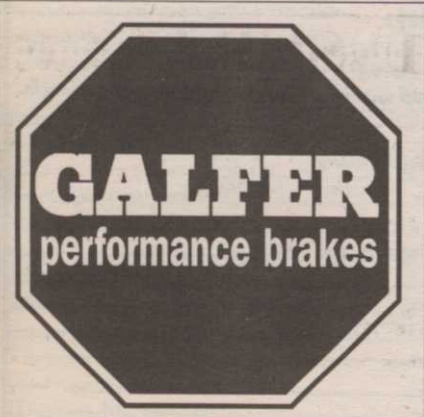
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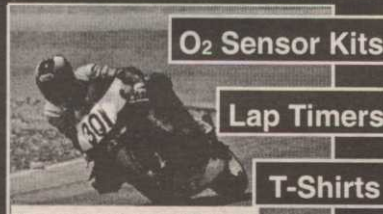
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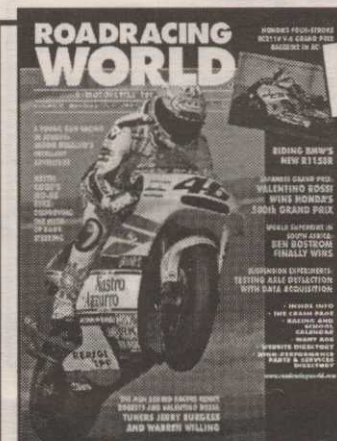
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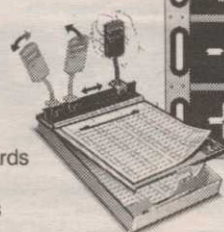
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## THE ADVENTURES OF A RACER

First Person/Opinion  
By Chris Ulrich



After a few days at home I flew back to Alabama, packed up my stuff and headed for Pikes Peak. I was going to hit the MRA club weekend before the AMA National for some practice, since there wasn't going to be any Thursday practice before the National. On top of that it was a Suzuki Cup weekend so I could use it to qualify my GSX-R1000 for the Suzuki Cup.

I left a little late because I had to mess around with bodywork, so I was behind schedule to start. Then I had a throttle linkage rod break on the truck. I thought it was the cable, but it turned out to be the throttle linkage rod. So after a few phone calls and a little thinking I found some hose clamps and safety wire and went to work making a makeshift bridge to re-connect the throttle linkage. I had to find two hose clamps that were small enough. I took one off my air compressor and found the other one in the tool kit that I carry

in the trailer in case of emergency. It took me a couple tries to get the length right, but then I was in business. The whole deal added two-and-a-half hours to the trip. I was already late. This just compounded it. I finally got to a truck stop near the track at 1:00 a.m. I didn't know if the track was open, and I wanted to be able to take a shower and stuff in the morning before riding so I went for the sure thing and stayed at the truck stop. I woke up at about 8:00 a.m. and then got ready to head to the track by 9:00 a.m..

I waited for my tuner Billy Wiese to get to the track from the airport before I went out and rode. I was the safest thing to do. He showed up a little after noon. I did half-a-day of practice and then entered an Air Fence benefit race the MRA was putting on. It was good track time and a good cause, so I entered. I won the race by a huge margin. After that we packed up and headed



Pikes Peak, AMA 750cc Supersport: "I caught Vince Haskovec for third at the halfway mark in the race...He was going around a lapper in turn one, so I went under both of them." Photo by Brian J. Nelson.



to the hotel.

I entered the 750 and 1000 for the next day. I don't usually race two bikes in one day so that was a little weird, but the Suzuki GSX-R line is really similar so it wasn't that hard to do. I also entered the MRA's Race of the Rockies.

I won in 750cc Supersport coming off the 10th row and passing the leader on the last lap in the last corner. I got second on the 1000 in Open Supersport. Then in the ROR I ran off the track twice after getting two false neutrals. I decided to pull in and get it checked out. It turn out the linkage on the bike was a little funky. What do you

Jeff Bostrom had some dual-compound tires he had gotten from the West Coast Pirelli distributor. He let me use a couple because the tires I had ordered had not shown up yet. That tire solved my problems. We messed with tires and whatever other problems came up for the rest of the day, then I finally barely got into the 57s with a 57.95. I wasn't happy with the way things were going. We kept f--king around with gearing instead of going with what we knew would work. I was pretty frustrated. But Billy and Shane were working hard so I was confident we would



Pikes Peak, AMA 750cc Supersport: "I was eighth at the end of the first lap but just kept passing people...I kept plugging away." Photo by Brian J. Nelson.

expect, I put it together! I did 57s on both bikes and was happy with my performance. On top of that I made some Suzuki money.

After the race we packed up and pulled the trailer out of the paddock and over to the parking lot behind the grandstands, which is where the track officials said I could leave it until the AMA weekend.

Mike Hannas had also showed up to get some practice, but his team didn't show up. So he was stuck without transportation. I gave him a ride back up to his hotel.

Billy flew back to Houston Monday morning. I was going to hang out for the rest of the week. Mike had his hotel room for the week so I just split the cost of the room with him. We did some training and chilled until Wednesday.

Since I was at the track early, I got a bad-ass parking spot right at the front of the paddock. I saved a place for the Valvoline guys with banners, but some assholes took them down. It still worked out well, the Valvoline truck ended up where it needed to be. There was no-one in charge of parking, so I just watched my space until the Valvoline guys showed. It was pretty good.

On Thursday, Shane Clarke helped me mount up some bodywork for my spare 750 and then I just chilled the rest of the day. Since there was no practice on Thursday, we had an extra day to work.

In Friday morning's AMA 750cc Supersport practice I did 58s. The temperature had gone up considerably from the week before and I was already having a problem with the rear tire getting too hot. My fastest lap for the session was a 58.13. It only got worse in the afternoon. The "green" compound tire was too soft, so I had to look for an alternative. So I tried a "yellow". That was fun, but the tire was just too hard in right-hand turns. It would spin like crazy. It was definitely entertaining.

get the deal handled.

The weather cooled off Saturday morning. We even had a couple of rain showers. I tried the dual compound in the morning and found out it was not hot enough for the tire. So I went back to the green. I was happy about that, I like the green. After checking the durability of the tire, we were in business. I did a few 57s in the Superbike session, my fastest being a 57.42. It wasn't fast enough, but it would at least get me in the top five.

I qualified on the second row with a 57.25. I found some things I was doing wrong in turn one and changed it around. I was in the high 57s before that. That time put me on the second row. I was pretty disgusted with my qualifying performance, but the race would be long enough that I would have a lot of laps to chip away.

Of course I got a bad start. I got caught on the inside of turn one. I was ramming one guy in front of me and kicking up cones behind me with my knee. I was looking for a way by. I was

in eighth at the end of the first lap but just kept passing people, and I caught Vince Haskovec for third at the halfway mark in the race. I kept plugging away. He was going around a lap-per in turn one, so I went under both of them. I pulled out a second a lap after that. My tire was done; I had to be really careful for the rest of the race, and I was really relieved when the checkered flag came out. It was really diffi-



Pikes Peak, AMA 750cc Supersport: "Ben Spies won the race...I soaked him with the champagne, dumped it down his leathers and everything." Photo by Brian J. Nelson.



Pikes Peak, AMA 750cc Supersport: "It was a stressful weekend with the tire situation and struggling. I was happy to get on the box. I was happy to get third." Photo by Brian J. Nelson.

cult to ride the bike hard with the tire in the condition it was in. It was a stressful weekend with the tire situation and struggling. I was happy to get on the box. I was happy to get third.

Ben Spies won the race. He didn't seem that happy about it. I was stoked when I won my first race, but he seemed way too reserved. I guess some people celebrate differently than others. I soaked him with the champagne, dumped it down his leathers and everything. Jimmy Moore got it at Road America and so Jimmy and I gave Ben the soaking at Pikes Peak.

I attempted to run my spare bike in the Superbike race at Pikes, but got 16 laps into it and pulled in. I hadn't ridden or tried to set up the bike before that morning, and it was horrible. It had a hybrid half-Superbike engine in it that didn't make smooth power. It was a waste of time. I should have just run my set-up Supersport bike.

I chilled in Colorado Springs with my girlfriend Ashley for half of Monday. Her flight didn't leave until Mon-

day afternoon so I made sure she got on the plane. Then it was off to Alabama.

I stopped in Amarillo to get my throttle cables and the linkage rod fixed. There was a Dodge recall on the throttle cables and it was a good time to get the throttle rod fixed. Then it was back to the Valvoline shop to hang out for a couple of days before I had to go to Memphis for an endurance race.

Memphis was a complete waste of time. It rained all day, every day. The race weekend was canceled.

So I went back to Alabama to finish up my 750s and then I headed home for a few days before Willow.

The Tuesday morning before the Willow National I was preparing to ride my bicycle around the lake. Then my mom turned on the TV. Muslim extremists flying American airliners had rammed the World Trade Centers. My initial reaction was to go to the first Arab-run establishment I could find and baseball-bat the guy's head. But, after the initial shock wore off I came to my senses and realized that would make me no better than the people who did this. It was a stupid thing to think, but, hey, running a 757 into an American building isn't exactly smartest thing to do.

I watched the TV coverage for half the day and then finished packing and went to Willow. I was totally shocked.

There was a Team Hammer Advanced Riding School & Track Ride on Wednesday, so we had plenty of track time. I did a knee-puck test for the magazine and also rode an EX500 with a special frame. The bike was slow, but handled well. I think that was due to the frame.

The AMA canceled the race because of the huge transportation problems. The FAA grounded all planes, and John Hopkins' flight home from the Grand Prix in Estoril had been diverted to Bermuda, where he and his girlfriend were stuck. My tuner Billy was stuck in Houston.

It was good that they canceled the race, there was no way everybody could get there. And this wasn't a good time to go racing. Something like that takes it out of you mentally. When I was riding, it was easy to be focused on the bike, but off of the bike it seemed like the topic for the day was the WTC deal.

I got to spend a few more days at home, but it was a bummer. I am a little worried about what this is going to do to the motorcycle industry. The economists are talking about a recession. The airlines are laying people off. I think it is going to be different from now on.

I don't know how everything was back when they had the Gulf War. I was in fifth grade, and all I can remember is being mad because my dad changed the channel to the news to watch war coverage in the middle of a King vs. Whalers NHL game. I really didn't understand the deal. Now I'm older and have a better understanding. I think this is going to be way worse than any other war. We are not dealing with rational people. Rational people don't send airliners into large buildings, killing innocent people. I hope all this stuff works out and we put a stop to terrorism. Those guys need to pay for f--king with us.

VIR is next, hopefully everyone will be there and be able to race. I'm looking forward to seeing all my friends and competitors at the racetrack. **RW**



continued from page 47

same intermediate front/slick rear combination as Barros and several others but couldn't match their pace. Rather than risk everything in an all-out effort to take a chunk out of Rossi's points lead, Biaggi, too, had opted for a cautious approach.

"There were a lot of guys falling off, it was like riding on ice, I had to stay upright, it was vital not to crash," Biaggi said. "Even the one point I got over Rossi can make the difference and anyway, it's good for morale. Congratulations to Sete, he must've ridden a very brave race, though the guys up front aren't fighting for the Championship so they could take more risks."

Rossi was downcast, even though

the first laps," said the 20-year-old. "I ended up almost last—everyone was going so slowly it must have looked like a joke! For the last half there was a fully dry line and the bike felt good."

#### Katoh Wins Both 250cc Races

Movistar Honda's Daijiro Katoh was the star of the 250cc Grand Prix, run in two parts on aggregate time after a rain shower stopped the first race at nine laps. World Championship points leader Katoh led the first section of the race and took the overall win, his eighth success of the year, boosting his series lead to 49 points over second-finisher Tetsuya Harada on the Aprilia. "That was a difficult race," said Katoh. "Harada was very close in the first part of the race and I thought I might not be able to catch him in the second part. I took

"My motorcycle worked perfectly when the tires were new but once they started to go away, I wasn't able to hold a tight line through the turns, so I couldn't maintain a winning pace," said Harada.

Nieto was ecstatic after his first podium finish, his third place bettering his previous best by two positions. "That was such a hard race because I wasn't racing side-by-side with Alzamora, I was racing my pitboard and that wasn't easy, but it was worth it," said the Spanish youngster.

#### Poggiali Heads All-teen Podium With 125cc Win

Teenager Manuel Poggiali put himself right back in the 125cc World Championship hunt with a breathtaking last-gasp win on his Gilera, just two-hundredths ahead of local hero Toni Elias on a Movistar Honda. In one of the most frantic 125cc encounters in years, Poggiali came through from a third-row start to take the lead for the first time just 200 meters from the finish line. World Championship

ners' podium.

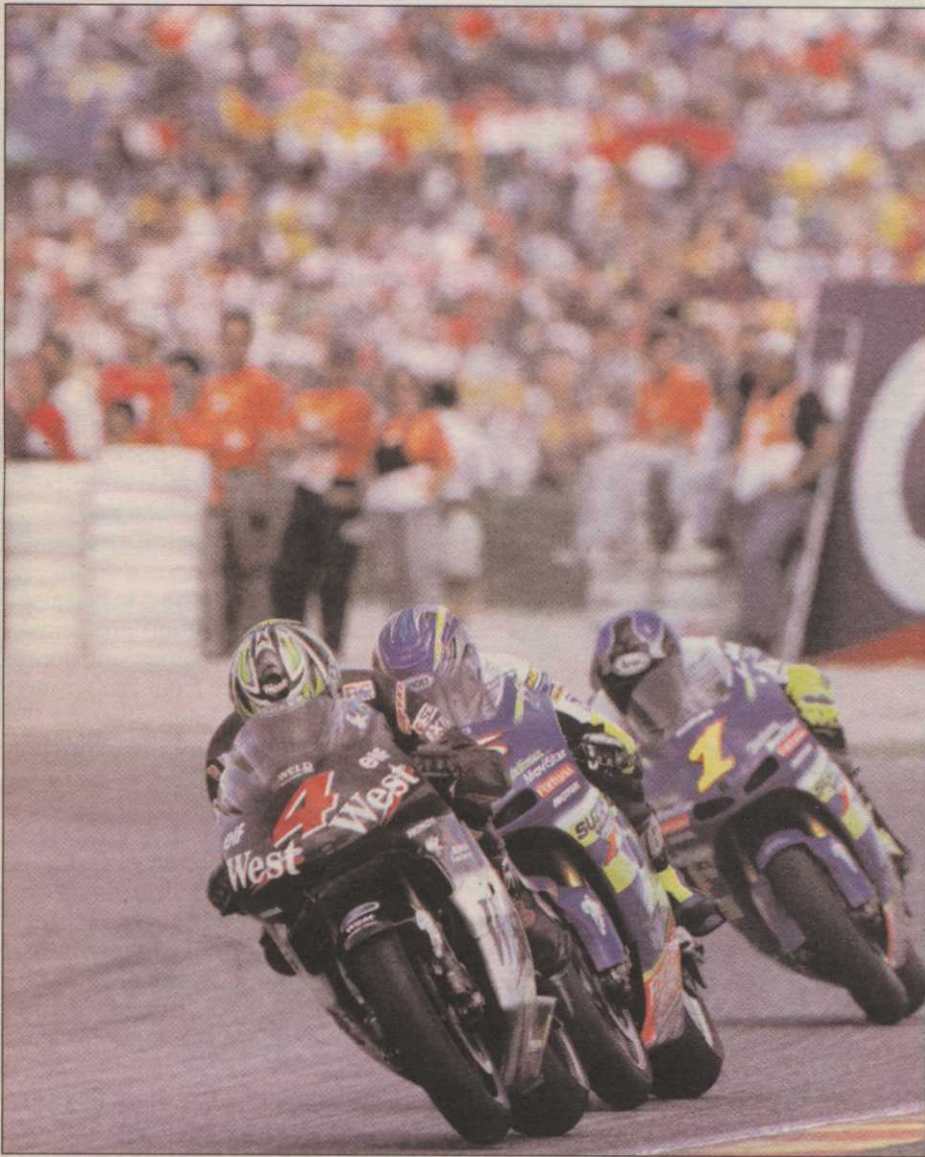
RW

#### RESULTS

**500cc FINAL (September 23)** 1. Sete Gibernau, Spain (Suz RGV500), 54:39.391, 81.960 mph; 2. Alex Barros, Brazil (Hon NSR500), 54:39.684; 3. Kenny Roberts, USA (Suz RGV500), 54:40.632; 4. Carlos Checa, Spain (Yam YZR500), 54:46.443; 5. Olivier Jacque, France (Yam YZR500), 55:09.200; 6. Tohru Ukawa, Japan (Hon NSR500), 55:09.254; 7. Shinya Nakano, Japan (Yam YZR500), 55:10.484; 8. Norick Abe, Japan (Yam YZR500), 55:11.000; 9. Jurgen van den Goorbergh, Holland (Proton KR), 55:12.174; 10. Max Biaggi, Italy (Yam YZR500), 55:17.165; 11. Valentino Rossi, Italy (Hon NSR500), 55:19.903; 12. Garry McCoy, Australia (Yam YZR500), 56:16.134; 13. Anthony West, Australia (Hon NSR500V), 29 laps; 14. Johan Stigefelt, Sweden (Sabre V4), 29 laps; 15. Barry Veneman, Holland (Hon NSR500V), 28 laps; 16. Leon Haslam, Great Britain (Hon NSR500), 26 laps; 17. Jose Luis Cardoso, Spain (Yam YZR500), 26 laps; 18. Brendan Clarke, Australia (Hon NSR500V), 14 laps, DNF, entered pits; 19. Alex Criville, Spain (Hon NSR500), 7 laps, DNF, crashed; 20. Noriyuki Haga, Japan (Yam YZR500), 1 lap, DNF, crashed; 21. Haruchika Aoki, Japan (Hon NSR500V), 0 laps, DNF, crashed; 22. Loris Capirossi, Italy (Hon NSR500), 0 laps, DNF, crashed. Race Distance, 30 laps, 74.661 miles; Race Time, 54 minutes, 39.391 seconds; Race Average Speed, 81.960 mph; Victory Margin, 0.293-second; Fastest Lap, Gibernau, 1:36.792, 92.563 mph, Lap 30.

**500cc QUALIFYING:** 1. Biaggi, 1:34.496, 94.811 mph; 2. Rossi, 1:34.703; 3. Nakano, 1:34.959; 4. Capirossi, 1:35.234; 5. McCoy, 1:35.305; 6. Criville, 1:35.319; 7. Roberts, 1:35.326; 8. Checa, 1:35.390; 9. van den Goorbergh, 1:35.433; 10. Ukawa, 1:35.452; 11. Barros, 1:35.556; 12. Gibernau, 1:35.634; 13. Abe, 1:35.839; 14. Jacque, 1:35.863; 15. Haga, 1:35.906; 16. Cardoso, 1:36.299; 17. Aoki, 1:37.066; 18. West, 1:37.117; 19. Haslam, 1:37.488; 20. Veneman, 1:38.524.

**500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 12**



Alex Barros (4) leads Sete Gibernau and Kenny Roberts (1) late in the 500cc Grand Prix at Valencia. Photo by Sports Photography.



Sete Gibernau (15) makes the winning pass on Alex Barros (4), taking the 500cc lead for the final time at Valencia. Photo by Sports Photography.

points leader Elias had battled for the lead during every one of the 25 laps, constantly shifting position in the 10-man leading group.

The outcome was in doubt all the way to the finish—the lead changing three times in the last 500 meters alone! Elias had led from pole position, then ducked and dived back-and-forth, his super-aggressive riding style getting him past other riders in places it shouldn't have been possible. Pushed down to third before the final turn, the Spaniard swept past Derbi's Youichi Ui and Aprilia's Simone Sanna. Elias exited in the lead, triggering a barrage of firework explosions from the fervent crowd, but by the finish line title-rival Poggiali had sneaked through to snatch the win.

"You only need to lead one lap," grinned Poggiali after trimming Elias' advantage to eight points. "Yesterday wasn't good for us but we improved the bike for warm-up and it was even better for the race."

Elias had looked the favorite on the last lap until he got pushed wide by Ui, which forced him into that last-corner desperate move. "I wanted to win and had a good last few laps but on the last lap I got pushed wide," explained Elias. "Then Poggiali had more speed out of the final turn."

Elias' teammate Daniel Pedrosa won third place out of the last-turn melee. Just 15-years-old, Pedrosa was unable to spend the night celebrating, for he was due back in school on Monday morning. His storming ride gave GP racing its first-ever all-teen win-

of 16 rounds, all 16 count): 1. Rossi, 225 points; 2. Biaggi, 183 points; 3. Capirossi, 147 points; 4. Barros, 127 points; 5. Nakano, 116 points; 6. Abe, 108 points; 7. Checa, 102 points; 8. Gibernau, 93 points; 9. Criville, 91 points; 10. Roberts, 88 points.

**250cc FINAL (September 23):** 1. Daijiro Katoh, Japan (Hon NSR250), 44:01.853, 91.565 mph; 2. Tetsuya Harada, Japan (Apr RSW250), 44:06.796; 3. Fonsi Nieto, Spain (Apr RSW250), 44:14.224; 4. Emilio Alzamora, Spain (Hon RS250), 44:16.825; 5. Jeremy McWilliams, Great Britain (Apr RSW250), 44:22.898; 6. Naoki Matsudo, Japan (Yam TZ250), 44:27.670; 7. Roberto Locatelli, Italy (Apr RSW250), 44:28.476; 8. Roberto Rolfo, Italy (Apr RSV250), 44:28.629; 9. Alex Debon, Spain (Apr RSW250), 44:37.225; 10. Randy DePuniet, France (Apr RSV250), 44:48.126; 11. David Checa, Spain (Hon RS250), 44:49.619; 12. Shahrol Yuzy, Malaysia (Yam TZ250), 44:49.740; 13. Sebastian Porto, Argentina (Yam TZ250), 44:50.985; 14. Franco Battaini, Italy (Apr RSV250), 44:53.435; 15. David De Gea, Spain (Yam TZ250), 44:53.905; 16. Sylvain Guintoli, France (Apr RSV250), 44:54.910; 17. Taro Sekiguchi, Japan (Yam TZ250), 44:54.961; 18. Jeronimo Vidal, Spain (Apr RSV250), 45:19.056; 19. Riccardo Chiarello, Italy (Apr RSV250), 45:44.246; 20. Alvaro Molina, Spain (Yam TZ250), 45:55.534; 21. Katja Poensgen, Germany (Apr RSV250), 46:25.111; 31. Marco Melandri, Italy (Apr RSV250), 3 laps, DNF. Race Distance, 27 laps, 67.195 miles; Race Time, 44 minutes, 1.853 seconds; Race Average Speed, 91.565 mph; Victory Margin, 4.943 seconds; Fastest Lap, Katoh, 1:36.701, 92.650 mph, Lap 16.

**250cc QUALIFYING:** 1. Nieto, 1:36.379, 92.959 mph; 2. Debon, 1:36.782; 3. Locatelli, 1:36.946; 4. Harada, 1:37.033; 5. Katoh, 1:37.064; 6. Melandri, 1:37.071; 7. McWilliams, 1:37.094; 8. Matsudo, 1:37.152; 9. Alzamora, 1:37.264; 10. Rolfo, 1:37.553; 11. Battaini, 1:37.653; 12. Alex Hofmann, Germany (Apr RSV250), 1:37.738; 13. Checa, 1:37.756; 14. DePuniet, 1:37.783; 15. Guintoli, 1:37.957; 16. De Gea, 1:38.010; 17. Lorenzo Lanzi, Italy (Apr RSV250), 1:38.222; 18. Porto, 1:38.321; 19. Yuzy, 1:38.339; 20. Luca Boscuscuro, Italy (Apr RSV250), 1:38.397; 29. Poensgen, 1:41.560.

**250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 12 of 16 rounds, all 16 count):** 1. Katoh, 247 points; 2. Harada, 198 points; 3. Melandri, 169 points; 4. Rolfo, 136 points; 5. Nieto, 114 points; 6. Alzamora, 97 points; 7. McWilliams, 90 points; 8. Locatelli, 86 points; 9. Matsudo, 80 points; 10. Debon, 58 points.

**125cc FINAL (September 23):** 1. Manuel Poggiali, Republic of San Marino (Gilera), 42:45.422, 87.309 mph; 2. Toni Elias, Spain (Hon RS125), 42:45.444; 3. Daniel Pedrosa, Spain (Hon RS125), 42:45.685; 4. Youichi Ui, Japan (Derbi), 42:45.727; 5. Gino Borsoi, Italy (Apr RS125R), 42:45.983; 6. Simone Sanna, Italy (Apr RS125R), 42:46.008; 7. Steve Jenkner, Germany (Apr RS125R), 42:46.076; 8. Lucio Cecchinello, Italy (Apr

he takes a 42-point lead into the final four races. "So much effort for so little return," he said. "Thinking of the Championship we had to choose conservatively, so we didn't risk too much in the early laps. Then I had to accept the others passing me and just make sure I finished. The rain ruined everything."

Poor McCoy had a disastrous race. The little Aussie survived a huge slide in the early laps but badly hurt his right thigh in making the save. "For a couple of laps my leg went numb," said McCoy, who ended up 12th but ended the race in so much pain that he had to be carried out of the pits onto his scooter. "When the feeling came back it hurt so much I couldn't weight the footpeg."

Fellow Aussie Ant West won the privateer battle, four seconds down on McCoy in 13th on his Dee Cee Honda V-Twin. "I started with a full dry set-up and the bike was a real handful in

it steady at first, even though the track was dry again and we were back on slicks, until I felt totally comfortable, then I started to push some more."

Katoh and teammate Emilio Alzamora rode in team formation after the restart, chasing fast-starting Harada, whose early race pace won him the lead on corrected time. But after eight laps of the second leg Katoh had closed enough to put him back in the lead, while Alzamora's new-found speed had lifted him from seventh to third on corrected time.

Another lap and both were ahead of Harada on the road, but then Fonsi Nieto redoubled his pace on his Aprilia and passed Alzamora, who was then re-passed by Harada and lost third place to Nieto on corrected time. Harada was bitterly disappointed with the defeat, especially after he'd ridden like a demon in the early laps of the second leg, leading Katoh by 1.2 seconds at one stage.



RS125R), 42:47.018; 9. Max Sabbatini, Italy (Apr RS125R), 42:47.427; 10. Joan Olive, Spain (Hon RS125), 42:47.500; 11. Gabor Talmacsi, Hungary (Hon RS125), 43:01.168; 12. Stefano Perugini, Italy (Italjet), 43:02.647; 13. Mirko Giansanti, Italy (Hon RS125), 43:02.791; 14. Pablo Nieto, Spain (Derbi), 43:02.878; 15. Angel Rodriguez, Spain (Apr RS125R), 43:03.131; 16. Angel Nieto Jr., Spain (Hon RS125), 43:04.108; 17. Eric Bataille, And (Hon RS125), 43:05.809; 18. Arnaud Vincent, France (Hon RS125), 43:05.959; 19. Gaspare Caffiero, Italy (Apr RS125R), 43:07.222; 20. Alessandro Brannetti, Italy (Apr RS125R), 43:10.279; 23. Masao Azuma, Japan (Hon RS125), 43:24.114; 32. Noboru Ueda, Japan (TSR-Hon RS125), 7 laps, DNF, crashed. Race Distance, 25 laps, 62.218 miles; Race Time, 42 minutes, 45.422 seconds; Race Average Speed, 87.309 mph; Victory Margin, 0.022-second; Fastest Lap, Borsoi, 1:41.464, 88.300 mph, Lap 7.

**125cc QUALIFYING:** 1. Elias, 1:40.481, 89.164 mph; 2. Sanna, 1:40.497; 3. Cecchinello, 1:40.534; 4. Sabbatini, 1:40.743; 5. Jenkner, 1:40.875; 6. Borsoi, 1:40.907; 7. Ueda, 1:41.005; 8. Pedrosa, 1:41.040; 9. Olive, 1:41.203; 10. Ui, 1:41.209; 11. Talmacsi, 1:41.331; 12. Poggiali, 1:41.418; 13. Bataille, 1:41.437; 14. P. Nieto, 1:41.520; 15. A. Nieto, 1:41.538; 16. Vincent, 1:41.545; 17. Hector Faubel, Spain (Apr RS125), 1:41.634; 18. Giansanti, 1:41.699; 19. Rodriguez, 1:41.736; 20. Azuma, 1:41.796.

**125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 12 of 16 rounds, all 16 count):** 1. Elias, 178 points; 2. Poggiali, 170 points; 3. Ui, 132 points; 4. Cecchinello, 116 points; 5. TIE, Sanna/Borsoi, 105 points; 7. Azuma, 101 points; 8. Jenkner, 94 points; 9. Ueda, 81 points; 10. Vincent, 69 points.

had been fears that the already tight deadlines—especially from Tokyo to Melbourne and then onward to Kuala Lumpur—would be stretched beyond the limit by heightened security demands.

"The cargo company we're operating with have given us more safety procedures but it shouldn't be a problem," said DHL's GP coordinator Pier Carlo Bottero. "They had thought of X-raying everything like they're doing for the F1 race at Indy but they eventually decided it wasn't necessary."

Only one thing has really changed since the attacks: Dangerous cargo, like racing fuel, will be carried separately from the two Jumbos that transport the entire contents of the GP paddock. Otherwise Bottero is confident his team can keep to the usual

The awesomely fast 18-year-old, who currently leads the 125cc World Championship points aboard a private Honda, has both Honda and Aprilia chasing his signature for 2002.

"I'd like to step up to 250s," he said at Valencia, where he finished second. "My manager Alberto Puig is working on that at the moment. We have options with Aprilia and Honda and we must look at both and see which is best. And we will all make the decision together, myself, my family and Alberto."

Looks like the Elias family could be in for a few lively evenings around the kitchen table...

#### Tire War Coming

Next year's premier GP series won't only be a fascinating duel between the

500 tire is a slightly stiffer construction and a different profile that puts more rubber on the road to cope with the four-stroke's extra power and torque. It's not a tire that would work with the 500s."

#### Haga Back To Superbikes?

Former Superbike hero Noriyuki Haga could be tempted back to the World Superbike series next year, by the Aprilia factory that currently runs Aussie Troy Corser. Haga has had a miserable debut 500cc season with Red Bull Yamaha and though it's almost certain that Yamaha officials want him to ride the new YZR-M1 four-stroke GP bike in 2002, Haga is also considering the Italian marque's approaches. So far, however, it's believed that Haga's cash demands have left Aprilia personnel somewhat flummoxed. Asked at Valencia what his plans were, the tight-lipped paddock joker said, "Next year I stay home in Japan, maybe I will send my mother and father to the races."

It's rumored that Aprilia will instead go for 1999 500cc World Champion and long-time factory NSR500 rider Alex Crivillé, who hasn't won a GP since May 2000.

#### Corser Looking For Work

Former AMA and World Superbike Champion Troy Corser was at Valencia, and the Australian wants to get back into GPs. After a very up-and-down season with the factory Aprilia Superbike squad, the Italians look unlikely to renew his contract for 2003.



Daijiro Katoh (74) leads Tetsuya Harada (31), Emilio Alzamora and Marco Melandri (5) in a frantic two-part 250cc race at Valencia. Photo by Sports Photography.

schedule for the tightest races, that is, freight transported from the tracks to the airports on Sunday nights, landing at Melbourne and KL airports on Monday nights and arriving at the tracks on Tuesday, allowing two days preparation for Friday practice.

#### Moment Of Silence And Wheel-Changing

GP racing showed its sympathy for the victims of the New York and Washington terror attacks with one minute of silence on the 500cc grid and no champagne on the podium. Honda officials went further, asking their five official HRC riders—Valentino Rossi, Alex Crivillé, Tohru Ukawa, Daijiro Katoh and Emilio Alzamora—to wear black armbands. Their NSR500s and 250s also carried a logo designed to 'illustrate the joint feelings of despair and hope that the teams and riders feel'. The threat of further action following the attacks sent much of the paddock into shock, with some Japanese engineers planning to leave the track on Saturday, allowing them to get home to Japan in case more serious hostilities broke out. Of course, if major military action is undertaken, the four end-of-season GPs in Japan, Australia, Malaysia and Brazil could be jeopardized. Despite the general air of dread and gloom that descended on the Valencia paddock, there were some hard-bitten paddock types who insisted on cheering themselves up with black humor. Like the team engineer, who shall remain nameless, who joked "I think our bike will go down in history as one of the best pre-war 500s ever built..."

#### Elias Ready For 250

Spain's latest GP star Toni Elias is all set to graduate to 250s next year.



The battle at the front of the 125cc Grand Prix at Valencia, Youichi Ui (41) temporarily ahead of Manuel Poggiali (54), Toni Elias (24) and about seven other riders in the lead group. Photo by Sports Photography.

old-guard 500cc two-strokes and the new wave of 990cc four-strokes, it will also see a tire war for the first time in many years. The French brand Michelin has grown to dominate 500cc GPs in recent years, winning every 500cc crown since 1992, and taking a 50th consecutive 500cc win at Valencia, but the company will now have to beat Dunlop and Bridgestone from 2002. Michelin engineers are already working with Honda's RCV and Yamaha's YZR-M1 to develop tires to work with engines producing more power—in excess of 200 bhp—and more torque, and carrying more weight.

"We've already changed the design of our 16.5-inch rear to suit the four-strokes," says Michelin's Jacques Morelli. "We tested it on Yamaha's YZR-M1 at Brno during July and the tire worked very well, with excellent lap times and race times. Plus we've also run the tire with the new Honda RCV in Japan, most recently with Shinichi Itoh, and those tests were also very impressive. The main change from our current

"I'm here to look for a job," said the 1996 Superbike World Champion, who's after a ride in GP racing's new four-stroke/two-stroke class and has been getting help from five-time 500cc World Champion Mick Doohan. "Mick knows everyone in the GP paddock, he's been helping me set up meetings," explained Corser.

Corser made an ill-starred entry into 500cc GPs in 1997 with the Power Horse Yamaha outfit, now the Red Bull Yamaha squad that runs Garry McCoy. He scored a best finish of 12th before an acrimonious mid-season split with the team.

#### Day Of Champions Raises More Money

The Valencia Day of Champions charity event raised US \$32,000 for the Riders for Health's humanitarian program in Zimbabwe, Africa. Over 2000 people visited the track and paddock on the Thursday before practice, meeting riders and buying their gear at auctions.

RW



#### Racers Still Favor Two-stroke 500s

GP racing may be going four-stroke next year but that doesn't mean that everyone wants to ride the things. Valentino Rossi has already told Honda officials that he wants to choose whether he sticks with his NSR500s next year or rides the RCV, though the Honda men will obviously want him to ride the all-new four-stroke. And fellow NSR500 rider Loris Capirossi came out at Valencia as a committed two-stroke fan, determined to stick with 500s next year. In truth, he probably has little option as Honda's two four-stroke riders will almost certainly be their HRC teammates Rossi and Tohru Ukawa. "For sure I want to race the two-stroke, and I should get the 2001 NSRs like Rossi has this year," said Capirossi, whose contract with Sito Pons' West-backed squad continues until the end of 2002. "I'd like to test the four-stroke, though, just to try and understand the thing. I think next season will be full of confusion for everyone—the two strokes will be better at some tracks, the four-strokes at others. But I also think the four-strokes will run into some problems, because they're so new. I just hope that both have similar performance, so we can have some good races."

#### New Air Security Won't Disrupt GP Shipping, Carriers Say

GP racing's freight carriers insist that the recent terrorist attacks in America shouldn't affect October's three-week run of GPs in Japan, Australia and Malaysia. Officials from DHL, the company that handles freight for all GP teams and support companies, believe they can get bikes and back-up equipment to all the events on time, despite increased security measures. There



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Rental leathers available. Certain restrictions apply. Team Hammer Track Rides are for riders who have already graduated from a Team Hammer Advanced Riding School or similar recognized course. The cost is \$150 for track time plus a \$35 non-refundable registration fee. Virginia, Pocono, Portland and Daytona track rides include Formula USA weekend participant gate pass. Rental leathers available. Certain restrictions apply. Team Hammer Pro Practice days at Brainerd and Willow Springs are restricted to AMA Pro-licensed racers participating in the following weekend's AMA National. The cost is \$185 per rider, no matter how many bikes he or she rides. Certain restrictions apply.



## Team Hammer's Racetrack Tour 2001!

June 28, Thursday	Virginia International Raceway, Danville, VA (School, Track Ride, Practice) (FUSA)
July 26, Thursday	Brainerd International Raceway, Brainerd, MN (Pro Practice) (AMA)
August 23, Thursday	Pocono International Raceway, Long Pond, PA (School, Track Ride, Practice) (FUSA)
September 6, Thursday	Portland International Raceway, Portland, OR (School, Track Ride, Practice) (FUSA)
September 12, Wed.	Willow Springs International Raceway, Rosamond, CA (School, Track Ride) (AMA)
September 13, Thursday	Willow Springs International Raceway, Rosamond, CA (Pro Practice) (AMA)
October 17, Wednesday	Daytona International Speedway, Daytona Beach, FL (School, Track Ride) (FUSA)